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American Railroad Journal.

New York, Saturday, October 22, 1864.

Wealth and Resources of the State of New York.

We propose as opportunity permits, to give a succinct account of the wealth and resources of the great loyal States of the Union, in order to show the extent of the one and the magnitude of the other. Our abstract is made up from the Census of 1860, and an able statistical work of Dr. Fisher. From this our readers will be able at a glance to see how splendid has been our progress under our matchless Union and the Constitution, which created us a nation out of a heterogeneous mass of dependent colonies, afterwards a weak and precarious confederation, and invested us for the first time with the insignia of a real National sovereignty. There never was any before, though it was often attempted to be shown by the enemies of our present system, particularly by the insurgent confederates that the Union is no Union, and that each State from the beginning was a sovereignty. The area of the State of New York

is 47,000 square miles or 30,080,000 acres. The population by the last census was 3,880,785 being about 83½ persons to the square mile. The rate of increase from 1850 to 1860 was over 25 per cent, or 2½ per cent per annum. This would from 1860 to 1864, taken in the aggregate be 10 per cent, so that at that rate our present population may be set down at 4,261,570. The population of the city of New York was in 1860, 805,651, of Brooklyn 266,660, of Buffalo 81,129, Albany 62,867, Rochester 48,204, Troy 39,282, Syracuse 28,119, Utica 22,529, while there are 28 other cities and villages with a population varying from the smallest figure 5,077, to Oswego with 16,817.

There are 14,379,397 acres of improved farm land, and 6,616,558 unimproved. The value of the former as obtained from the assessors books is \$803,343,593, and the implements of husbandry used upon them are worth \$29,166,565.

The live stock consists of 583,725 horses, 1,553 mules and asses, 1,123,634 milch cows, 121,702 working oxen, 727,837 other cattle, 2,617,855 sheep, and 910,178 swine. The products of animals are as follows: Butter 103,097,279 lbs., Cheese 48,548,288 lbs., wool 9,454,473 lbs., wax and honey 2,490,770 lbs. The value of slaughtered animals is \$15,841,403.

The products of cereals are of wheat, 8,861,000 bushels, of rye 4,786,905, indian corn 20,061,048, oats 35,175,133, barley 4,186,667, and buck wheat 5,126,305 bushels.

The Commercial crops are as follows: Tobacco 5,764,582 lbs., Hops 9,665,542 lbs., and Hemp 35,821 tons, Flax 1,514,476 lbs.

The miscellaneous crops are given as follows:

Peas and beans.....	1,699,334 bush.
Irish potatoes.....	26,447,389 "
Sweet ".....	7,523 "
Wine.....	61,404 gall.
Hay.....	3,564,786 tons.
Clover seed.....	106,963 bush.
Grass seed.....	81,622 "
Flax seed.....	56,986 "
Maple sugar.....	10,816,458 lbs.
" molasses.....	181,841 gall.
Sorghum.....	265 "
Silk cocoons.....	259 lbs.
In value the orchard yield was.....	\$3,726,380
Market gardens.....	3,881,596
Home made manufactures.....	717,865

The capital invested in manufactures of all kinds

is \$175,449,206, and the number of establishments it keeps at work is 23,236. The value of the raw material annually consumed is \$209,899,880, the number of operatives employed in the factories is 174,059 males and 47,422 females, while the annual value of the products of the factories is \$379,623,560.

The principal articles produced are as follows:

Flour and meal.....	\$35,064,906
Clothing.....	24,969,852
Printing, book, job, and newspapers.....	22,916,385
Leather.....	20,758,017
Lumber.....	12,485,418
Boots and shoes.....	10,878,797
Steam engines and machinery.....	10,848,663
Woollen and mixed goods.....	9,090,316
Iron castings.....	8,216,124
Spirituous liquors.....	7,698,464
Cotton goods.....	7,471,961
Furniture.....	7,175,000
Jewelry, silver ware, plated.....	5,466,463
Malt liquors.....	4,986,151
Gas.....	4,881,805
Soap and candles.....	3,896,503
Agricultural implements.....	3,429,037
Musical instruments.....	3,292,577
Rolled iron (38,275 tons).....	2,215,050
Pig " (63,145 ").....	1,385,208
Sewing machines (estimated now at).....	2,086,805
Salt (7,521,335 bushels).....	1,289,811
India rubber goods.....	977,700
Fish.....	151,040

The total value of imports and exports was in 1860 \$394,045,326. The total tonnage was 9,410,733 tons. The shipping built in the State was 31,906 of which 7,889 tons were at fresh water ports.

There are 4 collection districts on the Ocean, New York, Cold Spring, Sag Harbor and Greenport, and nine fresh water districts, viz.: Champlain, Cape Vincent, Sacketts Harbor, Oswego, Genesee, Oswegatchie, Niagara, Buffalo and Dunkirk. There are upwards of 340 Banks, with about \$350,000,000 capital, and a large number of Fire, Life and Marine Insurance Companies, and 71 Savings Banks, with 300,000 depositors having in these institutions \$67,440,307 in deposits. The risks assumed by the Life, Fire and Marine Companies are over one thousand million of dollars.

The length of railroads in operation is 2,701 miles, and their cost was \$131,820,542.

There are 16 principal canals in the State, in all of the length of 1,020 miles; of these are:

The Erie.....	350 miles.
Champlain.....	84 "
Black river.....	35 "
Chenango.....	42 "
Cayuga and Seneca.....	20 "
Genesee Valley.....	107 "
Delaware and Hudson.....	108 "

The total movement of tonnage in 1860, was 4,650,214 tons, the value of the tonnage was \$170,849,198.

The tolls collected in 1860 were.....	\$3,009,507
" " 1861.....	3,402,638
" " 1862.....	4,854,988
" " 1863.....	5,118,501

The estimated value of the real estate in 1860, was \$1,119,938,484, and of personal \$320,617,352. This however, is known to be far below the real value at least one-half.

In 1860 the State debt was.....	\$7,085,054
1861 " ".....	6,505,654
1862 " ".....	6,505,654
1863 " ".....	6,505,654
And the Canal debt 1860.....	27,107,821
" " 1861.....	32,926,264
" " 1862.....	28,081,619
" " 1863.....	28,278,470

It will thus be seen that New York is far in advance of any Country or State of its size on the globe, in all the elements of progress and prosperity.

Boston.—Value of Imports.

The value of imports received from foreign ports, in American and foreign vessels from 1850 to 1863, have been as follows:

	American vessels.	Foreign vessels.	Total.
1850 ..	\$20,817,410	\$9,091,966	\$29,909,376
1851 ..	20,627,308	11,323,250	31,950,558
1852 ..	22,071,572	11,915,572	33,987,144
1853 ..	26,177,320	17,140,009	43,317,329
1854 ..	20,012,604	18,828,051	46,840,655
1855 ..	26,298,858	15,685,155	41,984,013
1856 ..	31,301,350	11,713,550	42,014,900
1857 ..	34,618,242	13,894,682	48,512,924
1858 ..	21,930,641	10,810,075	32,740,716
1859 ..	29,501,582	14,452,443	43,954,025
1860 ..	25,587,052	11,709,182	40,296,234
1861 ..	14,150,552	11,894,418	26,044,970
1862 ..	17,223,910	9,894,484	26,618,344
1863 ..	12,227,591	13,803,853	26,031,444

Total. \$331,540,992 \$188,556,680 \$514,097,672

Hartford and New Haven Railroad.

The earnings of this road for the year ending August 31, 1864, were:

From passengers.....	\$787,626 65
From freight.....	467,110 09
From rents, mails, and expresses	47,570 21

Total.....\$1,292,306 95

And the expenses were:

Repairs of road and bridges.....	\$166,361 27
Material and labor on engines and cars, and new cars and engines.....	194,845 33
Station repairs and improvements, including new buildings.....	41,001 83
Transportation and general expenses.....	204,231 95
Wood, coal and oil	103,901 39
Lost and damaged goods, damage and loss by fire, gratuities, etc.....	9,313 59

Balance of interest	\$719,708 36
Taxes—State & Nat'l.....	50,337 69
	64,935 12

Net receipts.....\$457,325 78

The number of miles run by passenger trains during the year was 290,102; by freight trains, 123,737; by other trains, 34,406—total, 458,245 an increase over the previous year of 53,948 miles. Number of passengers carried, 856,365; tons of freight transported, 280,607—showing an increase in the former of 193,075, and in the latter of 47,968.

The gross income of the road exceeds that of the preceding year in the sum of \$333,817 54. Of this increase \$229,720 46 is derived from passengers, and \$102,600 22 from freight. The report says:

The continued inflation of prices of all articles consumed in the operations of the road, and the constant increase of compensation to those employed in the service of the company, have, as will be observed, absorbed a large portion of this increased amount of earnings.

The increase of the business has devolved upon the company the necessity of large additions to the equipment of the road, and of the buildings and other accommodations at several of the stations. These additions have been made and their cost charged as a part of the current expenses of the year, which will account for some portion of the largely increased expenditures.

The item of taxes, State and National, is regularly increasing from year to year, and the coming year, with the large addition to the State as well as National tax, will show an increase far beyond any previous experience. The tax to the State alone for the coming year under the law of last session will exceed \$60,000.

No satisfactory opportunity having offered for contracting in this country, for the construction of the new iron bridge for crossing Connecticut River, the Board of Directors determined in February last to commission an agent to proceed to England and endeavor to effect a contract there, for the accomplishment of this object. We are advised that a contract has been concluded with responsible parties there, and that the work of constructing the component parts of the bridge and fitting them ready for erection is in a forward state of progress. We trust, therefore, that during the current year this important structure will be completed and placed in position. A portion of the cash advanced on this account has been charged in the account for repairs of road and bridges.

In pursuance of the authority conferred on the Board of Directors, by the stockholders, at their last annual meeting, the board, on the 15th day of June last, determined to divide among the stockholders a portion of the unissued stock of the company, equivalent to twenty per cent. on the present stock, in consideration of the amount of earnings of the company during a series of years past, which have been invested in the construction and equipment of the road. This dividend is declared upon the stock as it shall stand on the books of the company on the 24th day of September, 1864, and will be payable and deliverable on and after the 3d day of October, 1864.

Circulars giving information of this dividend, and of the details connected with it were sent to the several stockholders immediately after the date on which it was declared.

We are again obliged to report that the suit against the New York and New Haven Railroad Company has not yet reached a conclusion, though we are now confidently assured that a decision may very soon be expected.

Our accounts are of course kept in conformity to our own claims as to the questions in controversy, and the amount of these unadjusted claims by the accumulations of a long course of years has become large, which accounts for an important portion of the item of debts due the company. The final adjustment of this account will depend upon the decision of the case.

A quarterly dividend of three dollars per share, free of government tax, has been declared, payable on the 3d day of October next.

The income account of the company for the past year is as follows:

Cash on hand September 1, 1863.....	\$187,440 38
Income of the road	1,292,306 95
Sales of real estate	5,958 38
	\$1,485,705 66
Dividends paid	\$400,057 60
Interest	60,337 69
Operating and repairing road	722,951 07
State and National taxes.....	64,935 12
Real estate	6,852 39
Increase of debts due the company and in the hands of agents.....	171,368 23
Cash and cash funds on hand.....	69,203 66
	\$1,485,705 66

The following from the ledger presents a general statement of the affairs of the company, September 1, 1864:

Capital stock	\$2,350,000 00
Bonds	927,000 00
Contingent fund	562,802 01
Reserved fund	150,000 00
Profit and loss	249,999 44
Dividends unpaid	8,658 50
Debts due by the company.....	31,748 69
	\$4,280,208 64
Construction	\$3,158,644 52
Middletown Extension Railroad.....	27,682 66
Real estate, land, dwellings, etc.....	74,681 46
Bonds purchased	37,000 00
Tomlinson bridge stock.....	102,888 67
Advances to Tomlinson Bridge Co.....	34,147 27
Equipment, engines and cars.....	254,000 00
Wood, stock and tools	158,718 74
Debts due the company including account due from N. Y. & N. H. R. R. Co., unadjusted, and funds in the hands of agents.....	363,241 66
Cash and cash funds on hand.....	69,203 66

The office of the company is at Hartford, Ct. The directors chosen September 21, 1864, are as follows:

President.—C. F. POND.

Directors.—Charles F. Pond, Julius Callin, Cornelius Vanderbilt, Henry Coit, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. Parsons.

Superintendent.—E. M. REED.

Secretary.—S. P. CONNER.

Great Western (Canada) Railway.

From the report of the Great Western Railway Company we learn that the receipts on capital account during the half-year ending July 31, 1864, amounted to £1,198 10s 10d, and the total receipts to the 31st July, 1864, were £5,218,356 15s 2d. The aggregate expenditure to the same date amounted to £5,074,004 5s 7d, leaving a balance to the credit of capital account of £144,352 9s 7d. The outlay on capital account during the past half year consists of additional sidings laid down at sundry stations, fish-jointing fourteen miles of rails—the proportion of expenditure chargeable to capital in rebuilding in stone and iron the wooden bridges over the cove of the River Thames, west of London—outlay on account of rolling mill at Hamilton, &c., amounting altogether to £16,156 15s 7d. The revenue account for the past half-year is as follows: Gross receipts, £314,930 19s 2d; working expenses including maintenance of way, taxes, insurance and rent of suspension bridge, £140,188 10s 3d—balance £174,751 8s 11d. From this there has to be deducted—Interest on government loan, £17,498 6s;

interest on company's bonds, &c., £33,228 1s 7d; loss on the conversion of American currency, £44,025 3s 9d; renewals of rails, sleepers, bridges, £31,263 11s 6d—total, £126,015 1s 10d; leaving a balance from the half-year's working of £48,736 7s 1d.

Fences and Cattle Guards on Line of Railroads.—Injury to Cattle.—Negligence.

The recent case of *Hance et al.* against The Cayuga and Susquehanna Railroad Company, was an action brought before a justice of the peace of this State, to recover the value of a cow. It was admitted by the defendants that on the night of the 11th of December, 1854, the defendants' locomotive ran over and killed the plaintiffs' cow, while on the railroad belonging to the defendants; and that the plaintiffs purchased the cow of Harvey Stevens. The cow was very breachy and would jump and break fences, which was the reason Stevens sold her to the plaintiffs, who were drovers. She was driven from the premises on the 11th of December to the tavern of one Taylor, and there put into a yard with five other cattle. The yard was about fifteen rods from a cattle guard, where a highway crossed the railroad. The cow got over the bars to the yard, by breaking the two upper ones, into the highway, and then went on to the cattle guard, and walked over or through it upon the railroad, and was killed by the locomotive on the railroad, about three-fourths of a mile from the cattle guard. There had been so severe a snow storm that the regular trains could not run on the railroad for a day or two. When the cow walked through or over the cattle guard it was filled up with snow under the slats. The snow plow ahead of the locomotive had taken off the snow even with the top of the slats, and from the upper side of the rails on the road. The cow sank into the snow two or three feet in walking through the cattle guard. Taylor testified that he never knew of cattle passing the cattle guard, before the cow went through or over it, and that the slats of the cattle guard were five or six inches apart and seven feet long.

One Baldwin (who worked on the railroad repairing the timber) testified that he lived three or four rods from the cattle guard; that he saw it some days after the cow was killed; that the slats to it were open; that he did not know but the snow there came up to the under side of them; that he saw the cow the night she was killed; that she was in his lot or yard; that there was a gate from his yard to the railroad, which was open that night, that the cow went out of his yard on to the railroad; that the railroad was fenced, and that the gate belonged to the railroad fence; also, that the cow might have come into his yard from the railroad or the highway; that there had been a great and severe snow storm, that he was sick and got his father to go and see if it was his (witness') cow that had gone on to the railroad track.

The engineer who ran the locomotive testified that the cow was killed at about 8 o'clock in the evening, that when he first saw her she was on the south side of a bridge; that he whistled down the brakes, that the head-light on the locomotive was lighted; that it was impossible to prevent killing the cow, that she so near the train when discovered it could not be prevented.

Two witnesses testified they were acquainted with the cattle guard; that it was in good repair

or in good order, though it was partly filled up with snow at the time the cow was killed. One of them said the railroad was fenced from the cattle guard to the place where the cow was killed, and he had never known of cattle passing over the cattle guard.

There was a good fence around Taylor's yard, from which the cow escaped into the highway, and none of the other cattle in the yard got out that night.

At the close of the plaintiffs' evidence the defendants moved for a non-suit, on the ground that the plaintiffs had not made out a cause of action; and second, that there had been no negligence shown on the part of the defendants; and further, that the plaintiffs themselves had been guilty of negligence; which motion the justice refused to grant.

The justice rendered a judgment in favor of the plaintiffs for \$25 damages, besides costs which was reversed by the Tompkins County Court in this State. The Supreme Court reversed the judgment of the County Court, and affirmed that of the justice, on the sole ground that the justice did not certify that he returned all the evidence given in the trial before him. The return set forth the evidence in detail, first, that given by the plaintiffs, and then that given by the defendants, and at the end thereof was a statement that "the evidence here closed."

And after stating the judgment, the justice said; "I hereby certify that the foregoing are all the proceedings had before me in this cause." The case was appealed to the Court of Appeals of the State of New York, and was submitted to that Court upon printed briefs.

BALCOM, J.—The defendants had fenced their railroad where the plaintiffs' cow was killed, and had constructed and maintained a cattle guard at the highway crossing where she went upon the railroad; and the evidence fails to show that the fence was not "of the height and strength of a division fence," or that the cattle guard as made and maintained, was not "suitable and sufficient to prevent cattle and animals from getting on to the railroad."

Two or three witnesses who lived near it, testified that had never known cattle passing over it, and no witness pretended any cattle had ever gone over or through it before the plaintiffs' cow walked through it; and the evidence is uncontradicted, that she passed through it in consequence of its being filled up with snow. There had been so great and severe a snow storm as to prevent the regular trains of cars running on the railroad for a day or two. The snow had been removed from the rails and the top of the cattle guard, but it remained in and under the same and up to the under side of the slats of the guard.

The justice was probably satisfied that the defendants were guilty of negligence in not removing the snow from underneath the slats of the cattle guard. But that conclusion, however, well sustained by the evidence, did not justify him in giving judgment in favor of the plaintiffs, if their cow escaped from Taylor's yard, and went to the railroad by reason of their own or Taylor's negligence.

It is only before the requisite fences and cattle guards are duly made, that a railroad company and its agents are made liable by statute for all

damages done by their agents or engines, to cattle, horses or other animals thereon notwithstanding the negligence of the owner co-operates in producing the damages.

After such fences and yards are duly made and maintained, the corporation is not liable for any such damages unless negligently or willfully done. (*Conwin vs. The New York and Erie Railroad Co.*, 3 Kern., 42); and then the person sustaining such damages by reason of the negligence of the corporation, cannot recover if his own negligence in any way concurs in producing the damages.

This Court decided in *Munger vs. The Tonawanda Railroad Company*, (4 Const., 349,) that where the statute does not apply, an action against a railroad company for negligently running their engines or cars against or over cattle, and killing or injuring them on their railroad, cannot be sustained if the wrongful act or negligence of the owner co-operated with the misconduct of the company to produce the injury to the cattle. Also, that when cattle escape from the enclosure of the owner and stray upon the track of a railroad, they are to be regarded as trespassing upon the lands of the railroad company, and that the law charges the owner of the cattle with a wrongful or negligent act, if they stray from his enclosure and go upon lands appropriated by a railroad corporation, although his enclosure is kept well fenced, and he is guilty of no actual carelessness in suffering them to escape.

According to that decision the plaintiffs were clearly guilty of negligence, in suffering their breachy cow to escape from Taylor's yard and go to the railroad, which co-operated with the defendants' negligence to produce her death, and as the defendants' negligence was their omission to remove the snow from underneath the cattle guard, through which the cow walked from the highway on to their railroad, and not their failure to construct and maintain one there, sufficient, when not filled up with snow, to prevent cattle and animals from getting on to the railroad, the plaintiffs were not entitled to recover.

If the plaintiffs had been properly driving their cow along the highway, and she had walked over or through the cattle guard, or to the railroad by reason of the omission of the defendants to remove the snow that was in and under the slats of the guard, the case would have been different, and they would have been entitled to recover. But as the case is, the cow went upon the railroad track in consequence of their own as well as the defendants' negligence, and they should not have recovered.

The justice should have non-suited the plaintiffs or given judgment in favor of the defendants; and the County Court did right in reversing his judgment.

It follows that the judgment of the Supreme Court should be reversed, and that of the County Court affirmed, with costs.

All the judges concurring. Ordered accordingly.

A telegraphic dispatch from San Francisco, dated 18th inst., quotes mining stocks as follows: Ophir, \$400 per foot; Gould & Curry, \$1,700 per foot; Savage, \$1,900 per foot; Potosi, \$825 per foot; Sierra Nevada, \$50 per foot; Yellow Jacket, \$712 per foot; Crown Point, \$600 per foot; State Telegraph, \$88 per share.

Eight Hundred Thousand Dollars Involved in one Lawsuit.

One of the most important cases ever tried in this State was up for argument yesterday before Judge Heron of the Circuit Court. It is a case in which the State of Missouri sues the Platte County Railroad Company, and the Atchison Railroad Companies for possession of the road from Savannah to Weston, a distance of about forty-four miles. The question discussed yesterday was on an application for a change of venue. Col. Woodson and Jones and Vories did not deny the sufficiency of the petition for a change of venue, but contended the Court should at the time of granting the change of venue appoint a Receiver to take possession of the road, and preserve the profits until the case was finally determined. Colonel Bassett, General Stringfellow, Barnes and Denihan contended that the motion being acknowledged sufficient to change the venue, the jurisdiction of the Court was ousted and it could not legally decide any issue arising on the face of the petition. The point remains undecided, and is continued for argument. Able arguments have been made on both sides.—*St. Joseph Herald.*

Celebration of the Opening of the Philadelphia and Erie Railroad to Erie City.

On Tuesday, October 4, an excursion party left this city, in a special train, for Erie City, to celebrate the completion of a rail route of uniform gauge from tidewater on the Delaware in the port of Philadelphia, to the lakes in the harbor of Erie City. The train arrived at Lock Haven on Tuesday evening, departed thence Wednesday morning, reaching Erie City at 5.20 P. M. Returning, the train left Erie on Friday morning and arrived at West Philadelphia at 6 A. M. Saturday, on time.

It was our first trip over that portion of the new route which is west of Lock Haven and east of Warren, a distance of 157 miles, through the wilderness portion of Pennsylvania, where the solitude of the forest was only broken here and there by the echo of the woodman's axe till the locomotive made its advent, and with its shrill whistle announced that henceforth trains will run to the ocean and the lake, opening to the hardy pioneers and indwellers in a range of counties hitherto shut in from the commercial world, all the facilities to travel and transportation which distinguish other portions of the State.

The forest country traversed by the Philadelphia and Erie Railroad, already shows the quickening influences of the locomotive, which is a symbol of progress and an augury of improvement, understood by all, felt everywhere. And year by year as clearings are made and mines are opened, towns will grow around the stations and farms will cover the hill sides and valleys.

There are no desert wastes on the line of the road; on the contrary, where there is soil, overgrown with stalwart hemlocks and pines, amongst sturdy maples gums and oaks. There are no normal Savannas, but a sea of woods. And these latter in the frost-dyed shawls which autumn wrapped around the shoulders of her tenderest trees, were radiant with tints of scarlet and orange and russet and ochre, made brighter by the contrast with interspersed evergreens.

The streams are all cradled in the mountains; and from their sources, many of them from recesses never penetrated by man, but known to the deer and the elk, come out from the glens and side valleys over pebbly bottoms and down rocky beds to the larger and deeper channels which flow on, increasing as they go, till they swell into a river, and pass down into the open country, seeking the sea.

Ah! how refreshing is the sight of one hundred and fifty miles of nature? Of nature in the majesty of the mountains ribbed with rocks; in the forest mailed with leaves; in the waters which mirror overhanging clouds, between banks overgrown with vines and wild flowers and tangled briar tresses.

And then, too, how full of interest, and of sentiment, and of romance is the solitary cot of the axeman or hunter which here and there greets the

eye from a ravine or hill-top, for there, says the heart, dwells a pioneer—a picket of civilization.

With like thoughts also the excursionist contemplated the little villages which dotted the settlements met with at irregular distances, in the primitive area.

At its commencement at Sunbury the elevation of the Philadelphia and Erie Railroad above tide is 423 feet; at its terminus in Erie City its elevation above tide is 573 feet; from Sunbury west the grade of the road rises gently for 150 miles; from Erie City east the grade rises rapidly for twelve miles; the maximum grade per mile going west is 105 feet, for a distance however of only two miles, and at this point the grade can be modified hereafter down to 52 feet; the maximum grade coming east, ascending from the lake, is 79 feet for several miles; Clarion Summit (Kane) 95 miles from Erie and 193 miles from Sunbury, is the highest summit on the road, being 2,006 feet above tide. From Wilcox to Sheffield, 25 miles, across the main Summit, the road is on a new location made by Phaon Jarrett, C. E. Robert Faries, Esq., the present Chief Engineer of the road has held that office throughout the whole period that the road has been in progress of construction from Sunbury, since 1852, a period of 14 years, embracing six executive administrations.

From Sunbury to the West Creek Summit a distance of one hundred and fifty-seven miles, the road skirts the Susquehanna waters, and is without sharp or objectionable curvature at any point. For all this distance—fifty-five per cent of the whole road—the alignment and curvature are marvellously favorable. In fact, the freight route from Philadelphia to Erie will margin the Susquehanna waters, from Columbia to West Creek Summit, within two miles of St. Mary's two hundred and forty miles, or fifty-four per cent of the whole distance from Philadelphia to Erie. Ponder this fact, reader, and think that for more than half the distance from Philadelphia to Erie city the rail route follows the course of the Susquehanna waters! The bearing of this distinguishing characteristic, on economy in transportation, is obvious.

After the road crosses the water-shed which divides the tributaries of the Susquehanna from the tributaries of the Clarion, it courses along the streams down one and up another till the watershed which separates the Clarion from the Allegheny is reached, when the creeks are again followed down to their mouths and up to their sources. In this process the road skirts the Clarion river 8 miles, and the Allegheny river 9 miles. The 12 miles from Erie city to Jackson constitute the cross-country portion of the Philadelphia and Erie Railroad, all the rest of the route being along the meanderings of streams of water, big and little. This policy, west of the basin of the Susquehanna, added twenty miles to the length of the road, but lessened its money cost several millions of dollars.

At Erie city, on Thursday, October 6—a day passed in the enjoyment of courtesies and hospitalities long to be remembered—we realized and appreciated that, now, indeed, the three ports of Pennsylvania are bound together in ties of iron, never to be severed, never to be divorced. And when, on cars standing on the shore of the harbor, at State Street, in the centre of Erie City, we read the letters "P. R. R. (Erie)," we thought how fortunate is it that the operating contracts of Pennsylvania's great carrier include a leased line to Erie in unity with its own line to Pittsburg, the two coming together at the Susquehanna bridge, five miles north of Harrisburg, and 112 miles from Philadelphia, thus throwing an immense travel and prodigious traffic on the butt end of the main road, thence to tide water. Truly the necessities for a co-operating line of steamships from Philadelphia to Europe become more palpable from month to month. And with rebellion crushed out and pirates driven from the ocean, then will come the time for a line of steamships from Philadelphia to the Old World.

The valuable and spacious water frontage in Erie harbor donated by Erie City to the Philadelphia and Erie Railroad Company, whilst it shows the measure of importance attached by Pennsylv-

ania's lake port to an iron union with Philadelphia, it at the same time gives the railroad a potential hand-hold on the lake.

The Philadelphia and Erie Railroad begins business at the lake with ample space on which to lay down a plan comprehensive enough for future operations on a grand scale, to be carried out according to the pressing wants of an expanding trade.

The plan of Erie City, too, indicates the aspirations and the foresight of those who founded the lake port of the Keystone Commonwealth, and squares with the bold, broad and sound views of the wise men who acquired for Pennsylvania, from the United States, the triangle of territory which contains the harbor of Erie. But Erie City is isolated no more; for all the way across the State, through its centre and its capital, to its cradle which is its portal at tidewater, an unbroken iron line is out-stretched; and passengers, (after Monday next) will pass from the tides to the lakes, in through trains running from Philadelphia to Erie City.

The Philadelphia and Erie Railroad Company, was incorporated by an act entitled "An Act to incorporate the Sunbury and Erie and Pittsburg and Susquehanna Railroad Companies" passed April 3, 1837.

The company was organized by the election of Nicholas Biddle, President, and Edward Miller, Chief Engineer. As the railroad from Philadelphia to Columbia was opened in 1834, whereas the railroad from Philadelphia to Pottsville was not opened till 1842, it seems strange that Sunbury was made the terminus of the route to Erie; but so it was. Edward Miller, Esq., First Chief Engineer, who made surveys for the company in 1838-'9, through the country previously surveyed for a canal by B. Acirigg, C. E. in the service of the State, was contractor for the completion of the road, and under his contract the last rail was laid down on the 2d July, 1864.

The company having yielded up the ghost, subsequent to Mr. Miller's report dated March 1, 1840, was resuscitated after an interval of eleven years, by the election of Daniel L. Miller, Jr., President, on the 24th May, 1851. On the 22d October, 1852, Mr. D. L. Miller, Jr., resigned; and on the same day Christopher Fallon, Esq., was chosen his successor. On the 28th October, 1853, Mr. Fallon resigned, whereupon John Tucker, Esq., acted as President *pro tem*, until 21st January, 1854, when James Cooper, Esq., was elected President. On the 12th February, 1855, James Cooper, Esq., resigned, when William Bigler, Esq., was elected. Mr. Bigler was President one year; on the 11th February, 1856, Samuel V. Merrick, Esq., was elected President. On the 8th December, 1857, Wm. G. Moorhead, Esq., succeeded Mr. Merrick, and is President at this time.

The history of the road is checkered with events which are recorded with the past; the public, however, are most interested in the road's present and future. That the line is capable of results of great moment and lasting importance, time will show, and rapidly, too, after it shall have been furnished with equipments and provided with appurtenances. To fortify it with shops, stations, sidings, etc., will require perhaps one and a half million dollars, to be secured, it may be, by another mortgage; but this additional lien will soon be offset by additional income from increased business.

Meanwhile, however, it will be well to bear in mind that time speeds swiftly on, and that traffic does not rush to a railroad through a new country, as waters discharged from the clouds rush into a stream in the bottom of a valley. Nevertheless, as the wide belt of territory traversed by the Philadelphia and Erie Railroad possesses resources in value exceeding estimate, and almost beyond limit, forests will give place to cultivated acres; towns will thrive; mines will be opened; manufactures will be introduced; and the wilderness middle portion, like the improved ends of the route, will be dotted with towns lively with industrial pursuits, and covered with farms mapped with cultivated fields smiling with growing crops.

Sunbury, Milton, Williamsport, Jersey Shore, and Lock Haven, with the populous surrounding country, put travel and traffic on the 66 miles of the eastern end of the road; whilst Warren, Corry, Union Mills, Waterford, Erie, and other towns, as well as the cultivated country which bounds them on all sides, contribute a large business to the 66 miles of the western end of the road. These 132 miles constitute 45 per cent of the entire mileage of the line.

The intermediate 55 per cent or 156 miles of wilderness will attract settlers in large numbers to traffic in its lumber and its minerals; and these newcomers will open mines, build towns and clear farms; so that in a few years Emporium and Ridgway, and Wilcox and Kane, will become centres of a profitable trade.

The capital and debt of the Philadelphia and Erie Railroad Company are in these amounts, to wit:

Capital stock.....	\$5,000,000
Seven per cent mort. on 40 miles of road between Sunbury and Williamsport.....	1,000,000
Six per cent first mortgage on 248 miles of road from Williamsport to Erie—interest guaranteed by Pennsylvania Railroad Company.....	5,000,000
Six per cent second mortgage held by the State, to bear interest from Jan. 1, 1872—seven years hence.....	4,000,000

Total.....\$15,000,000
Interest on ten millions funded debt...\$610,000

The profit on the hundreds of thousands of barrels of well oil which will undoubtedly be carried over the road—for the gauge of the Oil Creek Railroad will be changed so soon as sufficient cars can be provided to accommodate the transporters from the wells to tide water—will go very far towards paying the interest on all the mortgages, and may indeed, if the oil continue to command a high price, exceed the interest on all the liens on the road!

Philadelphia and Erie boardholders are as well secured as the most fastidious investor can desire; and after the proceeds of one more loan shall have been expended on the road, to put it in efficient condition to accommodate the travel and traffic which it will develop on its route, which it will attract from the lakes and elsewhere, and which it will command by reason of its geographical position and direction with reference to the interior and the seaboard, then will its stockholders be gladdened with its fast increasing income.—*U. S. R. R. and Mining Register.*

British North American Pacific Railroad.

The plan of connecting Canada with the Pacific is still agitated with considerable zeal. The following is an extract from the report of a lecture on Vancouver's Island and British Columbia, recently delivered by the Rev. Lachlin Taylor, D. D., in Belleville:—

The reverend lecturer proceeded to say, this road would open a new highway for British commerce, and shorten the voyage from Southampton by at least ten days. Before his locks were as gray as those of some of his Highland forefathers, he hoped to enjoy the exciting realization of a trip from Halifax, N. S., to New Westminster, B. C., by the iron horse, the thought of whose snortings among the lofty majestic, but otherwise silent mountains of Lake Superior and Huron was, in his eyes, so sublime, or if not thus by some other conveyance. The distance from the head of Lake Superior to Cariboo was about 1800 miles, and from the head of navigation to the Pacific very much less, so that it would require 5,000,000 cross-ties and sleepers, 200,000 tons of iron rails, 60,000 poles, and 1,000 tons of telegraph wire, which he was happy to say was already under way. It would require a motive power of 50,000 horses, and \$100,000,000 to construct it; to work and maintain the road it would require \$8,000,000, and the interest on the whole would be \$6,-

000,000, so that altogether it would require \$14,000,000 before there would be any returns. All these statistics he had from the highest authorities; their correctness therefore was undoubted. The lecturer would now come to the reason why he would have direct communication. The Hudson's Bay Company's territory was more than 3,000,000 square miles in extent, a little more than the whole of Europe. That this land instead of being peopled with the surplus population of more crowded and probably less favored lands, should have remained so long the mere hunting ground of a private company, was a lasting stigma to Britain. Immigration, instead of pouring into the States, would if this country was opened up, as it ought to be, in this way, the only available method, go to form the bone and sinew of a hardy, loyal, prosperous and contented portion of Her Majesty's subjects. A lasting disgrace this also was to the Canadian Government.

The Junction Railroad in Ohio and Indiana.

We have before us the statement of the president, J. M. Ridenour, Esq., relative to the securities of this company, from which we make the following extract:

The Junction Road was organized in 1849, by virtue of a special charter, granted by the Legislature of Ohio and Indiana. The road traverses a very rich and fertile region of country. Commencing at Hamilton, where it connects with the Cincinnati, Hamilton and Dayton Road; and also with the Atlantic and Great Western, passing through Butler county, Ohio, and Union, Fayette, Rush, Shelby, Hancock, and Marion, Indiana; and passing through the towns and villages of Hamilton, Oxford, College Corner, Liberty, Connersville, Rushville, Morristown and Indianapolis. The part from Hamilton to Connersville is completed, and doing a very good business.

The portion between Connersville and Indianapolis—fifty-six miles—has had more or less work done, at an original cost of some \$300,000. It is now proposed to complete this portion, and thus open up a line of trade and travel that will without doubt prove highly profitable on the investment, and meet the demands of the country through which it is located.

It is needless to recite in detail all the advantages to result on the completion of the road as is proposed; we will simply refer to the map herewith to demonstrate its central position, and without doubt holding the key to a larger extent of territory than any other road of equal length in the State; connecting, as before stated, at Hamilton, with roads that open up the whole system in Ohio, and with the extension of the Marietta and Cincinnati Railroad, from Loveland, now in process of construction, gives us the shortest and only direct line from Indianapolis via Marietta to all points on the Delaware and Chesapeake, and via the C. H. & D. and A. & G. W. R. roads, to all points north and north east.

The Connersville and Newcastle Junction Railroad is now about complete—ready for the rails. This road is twenty-five miles in length, connecting the main line at Connersville with the Indiana Central at Cambridge City, and the Chicago and Great Eastern Railroad, at Newcastle—passing through a valley of surpassing beauty and richness, and thus opening the shortest line, by many miles, between those two great cities of the West, Cincinnati and Chicago.

As before remarked, that portion of the road from Hamilton to Connersville has been constructed at an original cost of about \$35,000 per mile, to which has since been added in depot buildings and other facilities to the extent of some \$10,000 per mile, making a total of about \$45,000 per mile, or.....\$1,890,000
On the portion West of Connersville....300,000

\$2,190,000

Upon the whole line there was originally placed a mortgage for \$2,000,000, represented by 2,000 bonds, twelve hundred of which were sold, and by arrangement with the holders thereof, they have

been surrendered, and are now in your hands for cancellation; and in consideration of the same, the Company has issued to the parties preferred stock, thus releasing the entire line of road from all mortgage liabilities and have made a new first mortgage, represented by twelve hundred bonds of one thousand dollars each; the mortgage has been duly executed and recorded, is now in possession of Morris K. Jesup and Charles Lanier, of New York, Trustees, and constitutes the first and only mortgage on all the property and effects of the company. It is proposed to use the funds arising from the sale of these bonds for the completion of the road as contemplated, and its equipment, which is deemed sufficient for that purpose, even at present prices of materials and labor, which, when done, will present the company representing

Original capital stock.....	\$1,800,000
First preferred stock, say.....	1,200,000
First mortgage bonds.....	1,200,000

\$4,200,000

The entire road is subject to the last, and only mortgage bonds; and therefore as we believe, offers as good security as any road in the country can do. We see no reason to doubt, that the Junction Road will, when completed, be one of the most productive railroads. The line is an important one: the country very rich, and the local traffic will be great.

Shipbuilding on the Clyde.

The almost incredible strides that have been taken by the iron shipbuilding trade of the Clyde during the past three years, have been a matter of much interest and surprise. There are now 81 shipbuilding yards on the Clyde, 13 of which may be said to be of the last two or three years' growth; and these latter are all well employed, and are keeping pace with the older and more matured establishment, and all enjoying a fair share of trade. The large number of 90 vessels are on the stocks. These vary in tonnage, from the 500 tons blockade runner to the 5,000 tons war-rans, and would represent a total of 70,000 tons. Besides these, there are already launched and at present fitting out at the yards or quays, about 40 vessels of 30,000 tons, making a grand total building and finishing of 130 vessels, of 100,000 tons. During the past nine months, 150 vessels, of 117,000 tons, have been launched on the Clyde. For the whole of the previous year, which was the busiest in shipbuilding ever before experienced on the Clyde, the total number of vessels launched was 170, of 124,000 tons.

Improved Mining Machinery.

It is proposed in England to dispense with ropes and chains in mining machinery and to use the pneumatic elevator. A cylinder or tube is placed in the shaft, which rises a few feet above the top, and reaches a few feet below the bottom of the mine. In this cylinder or tube a double-headed piston works, and between the two heads of the piston a fixed or movable receiver or barrel, or wagon is placed, which holds the mineral or water to be raised. An air-pump, worked by steam engine or water wheel, or other power, is used for forcing air down the shaft in a tube, which air passes into the cylinder below the under piston head. When the load is put in at the bottom, a valve is opened, so that the air is introduced under the piston, which, with its load, then rises to the top. On arriving at the top the load is removed, and on an escape valve at the bottom being opened, the piston descends, and the air which escapes ventilates the mine.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.				
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acon.....Ca.	200,000	5	14	Jefferson.....L. S.	20,000	---	---	Copake.....N. Y.	50,000	50	4	Atna (G.).....Col.	50,000	10	---				
Acon Vale.....Ca.	50,000	---	---	Keweenaw....."	20,000	---	6	East River....."	6,000	50	---	Acadia (G.).....N. S.	100,000	3	---				
Adventure.....L. S.	20,000	---	---	Kickapoo....."	20,000	---	---	George's Ck C. & I.Md.	10,000	100	118	Albion (G.)....."	100,000	10	---				
Albany and Boston.....L. S.	20,000	---	---	King Phillip....."	20,000	---	2	Harewood....."	20,000	5	---	Alpine (G.).....Col.	150,000	3	---				
Algomah....."	20,000	---	---	Knowlton....."	20,000	---	6	Kahkadin.....Me.	3,000	100	---	Alps (G.)....."	100,000	5	---				
Alliance.....Ca.	200,000	24	1	Lafayette.....Ca.	200,000	1	---	Lake Superior.....L. S.	20,000	25	---	American....."	200,000	2	---				
Allouez.....L. S.	20,000	---	---	Lake....."	200,000	1	14c	Massachusetts.....Pa.	25,000	1	---	Am. & Mex. (S.).....N. M.	---	---	---				
American.....Ca.	200,000	24	1	Lawrence.....L. S.	20,000	---	---	Mount Pleasant.....Pa.	10,000	50	---	Am. Pioneer.....A. T.	---	---	---				
Amaydold.....L. S.	20,000	---	---	Lemoxville.....Ca.	100,000	5	---	Teal Lake.....L. S.	20,000	10	44	Arizona (Silver)....."	---	---	---				
Annapolis.....Md.	50,000	10	---	Logan....."	100,000	---	2	Tyson....."	20,000	10	---	Atlantic (G.).....N. S.	100,000	2	---				
Arzuna.....Ariz. T.	10,000	100	---	Lyster....."	200,000	---	---	LEAD AND ZINC:	---	---	---	At. & Pac. (G. & S.).....Nev.	50,000	10	33				
Ascot.....Ca.	20,000	20	---	Madison.....L. S.	20,000	---	34	Amelia.....N. Y.	100,000	5	---	Bay State (G.).....Col.	200,000	5	---				
Astor.....L. S.	20,000	---	64	Malden....."	20,000	---	1	Bucks County.....Pa.	50,000	5	---	Beacon (G.).....N. S.	200,000	2	---				
Atlas....."	20,000	---	1	Mandan....."	20,000	---	50c	Canada.....Ca.	50,000	5	14	Benton (G.)....."	100,000	5	---				
Aztec....."	20,000	---	1	Manhattan....."	20,000	---	24	Clute....."	---	---	---	B.ack Hawk (G.)....."	50,000	100	---				
Balt. and N. C.....N. C.	20,000	5	200	Marquette....."	20,000	---	34	Crystal Lake....."	---	---	---	Boston (G.)....."	10,000	60	---				
Bar Hill....."	20,000	---	---	Maryland.....Md.	20,000	---	80c	Erie....."	---	---	---	Briggs (G.)....."	10,000	100	---				
Bay State.....L. S.	20,000	---	34	Mass.....L. S.	20,000	---	---	Gay's River....."	100,000	2	21	Bullion (G.)....."	200,000	25	---				
Beaver....."	20,000	---	---	Massachusetts....."	20,000	---	---	Hampton....."	100,000	5	---	Burroughs (G.)....."	100,000	10	---				
Bedford.....Ca.	125,000	5	75c	Mendota....."	20,000	---	---	Keystone.....Pa.	20,000	25	3	Canadian (G.).....Ca.	200,000	2	---				
Black River....."	200,000	24	---	Merrimac....."	20,000	---	---	Lancaster....."	---	---	---	Central (G.).....Col.	50,000	20	---				
Bohemian.....L. S.	20,000	---	74	Meteor....."	20,000	---	---	Macomb.....N. Y.	100,000	5	2	Chandiere (G.)....."	100,000	5	---				
Bolton.....Ca.	200,000	5	34	Moanard....."	20,000	---	64	Mineral Point....."	100,000	5	---	Chebueto.....N. S.	100,000	5	---				
Boston.....L. S.	20,000	---	5	Michigan....."	20,000	---	---	Mount Hope.....N. Y.	80,000	5	24	Colonial (G.)....."	100,000	24	---				
B. and Corinth.....Vt.	20,000	10	---	Middlesex....."	20,000	---	---	National....."	200,000	1	---	Colorado (G.).....Col.	50,000	10	---				
Brooklyn.....L. S.	20,000	---	2	Minnesota.....L. S.	20,000	---	34	New Jersey.....N. J.	12,000	100	110	Consol. Gregg (G.).....Col.	50,000	100	---				
Brome.....Ca.	100,000	5	---	Missisquoi.....Ca.	150,000	2	---	N. Y. & Boston.....N. Y.	100,000	5	---	Copalinah (G.)....."	200,000	20	---				
Cabot.....L. S.	20,000	---	---	Montezuma.....N. Mex.	300,000	5	---	Oswegatchie.....Ca.	100,000	5	---	Coriann (G.)....."	100,000	10	---				
Caledonia....."	20,000	---	---	Morrison.....L. S.	20,000	---	---	Placencia Bay.....N. F.	20,000	25	14	Corydon (G.)....."	100,000	24	---				
Cambridge....."	20,000	---	5	Nashua....."	20,000	---	---	Ramsay....."	100,000	5	---	Day & Bushnell (G.).....N. C.	300,000	10	---				
Canada.....Vt.	100,000	1	---	National....."	20,000	---	---	Rossie....."	100,000	5	---	Denver (G.)....."	50,000	20	124				
Carp Lake.....L. S.	20,000	---	---	Native....."	20,000	---	3	Shawangunk.....N. Y.	100,000	5	40c	Dorset (G.)....."	170,000	5	---				
Cascade....."	20,000	---	---	Naumkeag....."	20,000	---	1	Sussex.....N. J.	100,000	5	57c	El Dorado (G.).....Nev.	100,000	5	---				
Central....."	20,000	---	50	Nelson.....Ca.	200,000	1	100	Union....."	100,000	5	24	Empire (S.)....."	---	---	---				
Champlain.....Ca.	200,000	14	---	Nequaket.....L. S.	20,000	---	---	Walckill.....N. Y.	---	---	---	Empress (S.)....."	---	---	---				
Chatham....."	200,000	2	---	Nevada (Silver)....."	20,000	---	---	American.....Pa.	37,500	25	55	Eureka (G.).....Cal.	30,000	10	14				
Chandiere....."	100,000	1	50c	New England....."	20,000	---	2	Ashburton....."	50,000	50	224	Excelsior (G.)....."	100,000	2	---				
Chester....."	200,000	1	12c	Newton.....Ca.	200,000	1	---	Atlantic & G. C.....Md.	---	---	---	Frankfort (G.)....."	100,000	5	---				
Cheticamp....."	30,000	5	---	New York.....L. S.	20,000	---	---	Baltimore....."	100	---	---	Garrison (G.).....Col.	100,000	5	---				
Chippewa.....L. S.	20,000	---	---	N. Y. & Passaic.....N. J.	100,000	5	---	Bear Valley....."	40,000	124	56	Gilbert River (G.).....Ca.	100,000	5	---				
Cleveland.....Ca.	100,000	5	---	North Cliff.....L. S.	20,000	---	4	Beaver Meadow.....Pa.	100,000	50	---	Gilpin (G.).....Col.	100,000	5	---				
Cliff....."	20,000	---	---	North Silver Lake....."	20,000	---	---	Belmont....."	10,000	50	17	Gold....."	100,000	5	---				
Clifton....."	20,000	---	44	North State....."	20,000	---	3	Big Mountain.....Pa.	10,000	50	64	Gold Field....."	50,000	10	---				
Collin....."	20,000	---	9	North Sutton.....Ca.	100,000	5	---	Blackhall.....N. S.	5,000	25	---	Gold Hill....."	50,000	10	---				
Columbian....."	20,000	---	5	North Western.....L. S.	20,000	---	74	Boston & Pictou....."	100,000	5	---	Gold River....."	100,000	3	---				
Consolidated....."	20,000	---	5	Norwich....."	20,000	---	---	Bridgeport.....Pa.	30,000	10	---	Gould & Curry (G. & S.).....N.	300,000	10	---				
Copper Falls....."	20,000	---	244	Ogima....."	20,000	---	---	Broad Mountain....."	30,000	10	---	Gunnell (G.)....."	100,000	10	---				
Copper Harbor....."	20,000	---	---	Ontonagon....."	20,000	---	---	Butler....."	---	---	---	Halifax (G.).....N. S.	200,000	2	604				
Copper Hill....."	200,000	1	---	Ottawa.....Ca.	200,000	1	---	Cape Briton.....N. S.	200,000	24	---	Harmon (G. & S.).....Nev.	150,000	2	---				
Copperas Hill....."	50,000	10	---	Pacific.....L. S.	20,000	---	---	Carbondale.....Pa.	---	---	---	Holman (G.).....Col.	80,000	25	10				
Cornwall.....Vt.	100,000	2	62c	Pennsylvania....."	20,000	25	24	Central....."	---	---	504	Hope (G.)....."	100,000	5	---				
Dacotah.....L. S.	20,000	---	---	Petherick....."	20,000	---	20	Clinton....."	---	---	---	Isabella's Harbor (G. & S.).....N. S.	100,000	5	---				
Dana....."	20,000	---	34	Phila. & Boston....."	20,000	---	15	Coal Brook....."	4,000	50	1	Isabella (G.)....."	100,000	5	---				
Deep River.....N. C.	20,000	5	---	Phoenix....."	10,000	---	22	Continental....."	10,000	50	734	Kennebec (G.).....Ca.	100,000	5	---				
Delaware.....L. S.	20,000	---	---	Pittsburg & Boston....."	20,000	---	76	Cumberland (pref.).....Md.	50,000	100	---	Kent (G.).....N. S.	200,000	1	---				
Derby....."	20,000	---	1	Pontiac....."	20,000	---	34	Daniel Webster....."	5,000	100	---	Lake (G.)....."	---	---	---				
Devon....."	20,000	---	44	Prince of Wales.....Ca.	20,000	---	---	East Mahanoy.....Pa.	---	---	---	Lake Major....."	12,000	50	---				
Dorchester....."	20,000	---	6	Providence.....L. S.	20,000	---	---	Everhart....."	20,000	25	---	Libertad (G. & S.).....Mex.	100,000	10	---				
Douglas....."	20,000	---	---	Quincy....."	20,000	---	10	Franklin.....Pa.	5,000	100	70	Manhattan (G.)....."	100,000	10	---				
Dover.....Ca.	200,000	1	---	Reid Hill.....Ca.	20,000	---	94	Fulton....."	50,000	5	---	Mariposa (G.)....."	100,000	100	22				
Dudley.....L. S.	20,000	---	---	Reliance.....L. S.	20,000	---	---	Gilbertson....."	5,000	100	84	Massachusetts (G.).....Ca.	500,000	5	---				
Dunham.....Ca.	20,000	2	30c	Richford....."	20,000	---	---	George's Creek.....Pa.	10,000	---	110	Mex. Pac. (G. & S.).....Mex.	100,000	100	---				
Durham....."	20,000	5	10c	Ridgely.....L. S.	20,000	---	5	Grand Tunnel....."	4,000	100	---	Montague (G.).....N. S.	50,000	10	---				
Eagle River.....L. S.	20,000	---	34	Rockland....."	20,000	---	104	Green Mountain....."	---	---	---	Montana (G.)....."	100,000	5	14				
El Dorado (Silver)....."	20,000	---	---	Roscoe.....Ca.	200,000	1	---	Hampton & Balt. Md.	32,300	---	5	Montezuma (G. & S.).....N.	100,000	5	---				
Escot.....Ca.	25,000	20	4	Rudisill....."	20,000	---	---	Hazleton.....Pa.	3,000	100	82	Mt. Alpine (G.)....."	250,000	5	---				
Essex.....L. S.	20,000	---	19c	St. Clair.....L. S.	20,000	---	65c	Henry Clay....."	20,000	60	---	Mt. Vista (G. & S.).....Nev.	50,000	10	---				
Etna....."	20,000	---	---	St. Flavian.....Ca.	100,000	5	3	International.....N. S.	2,000	100	---	New England (G.).....Col.	50,000	5	---				
Eureka....."	20,000	---	5	St. Francis....."	20,000	---	---	Locust Mountain....."	4,000	100	---	New Gregory (G.)....."	50,000	10	---				
Everett....."	20,000	---	---	St. Mary's (L. & M.).....L. S.	20,000	---	84	Lucas....."	4,000	100	---	New York (S.)....."	100,000	10	---				
Evergreen Bluff....."	20,000	---	---	Salem....."	20,000	---	1	Macan....."	2,000	100	---	N. Y. & N. S. (G. & S.).....N. S.	100,000	5	---				
Flint Steel....."	20,000	---	3	Sharon Consol....."	20,000	---	3	Mahanoy....."	1,000	24	---	Nova Scotia (G. &							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending	Length, completed, equi- val in single or projected	Equip- ment, Cars	Companies	Cost of Road and Equipment	Share Capital paid in	Indebted- ness		Earnings		Dividends on paid capital	Par Value	Market Price
						Bonded Debt	Floating Debt	Gross	Net			
30 Nov. '63	8.36		MASSACHUSETTS.									
30 Nov. '63	4.18	161 20	Boston and Chelsea	110,000	140,000			7,200	7,200			42
30 Nov. '63	32.96		Broadway, Boston	88,551	230,000	12,500		62,446	21,196			62
30 Nov. '63	8.74		Cambridge	664,171	657,300	150,000	94					103
30 Nov. '63	8.27		Cliftondale	96,500	70,000	24,500	4,963					
30 Nov. '63	1.43		Dorchester	156,672	121,600			8,468	7,438	7		
30 Nov. '63	1.41		Dorchester Extension	12,800	12,800			1,024	1,024			
30 Nov. '63	11.75	195 25	Dorchester and Roxbury	18,742	12,000		6,800	1,200	1,200	6		
30 Nov. '63	3.41		Lynn and Boston	151,396	150,000	50,000	23,230	88,636	0,516			105 1/2
30 Nov. '63	2.97		Malden and Melrose	60,246	200,000	73,100	66,223					25
30 Nov. '63	36.88	762 125	Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6		
30 Nov. '63	7.50	216 41	Metropolitan (Boston)	621,902	639,300		297,509	388,616	65,539	10		53 1/2
30 Nov. '63	5.69	63 9	Middlesex (Boston)	348,000	400,000		39,783	174,422	32,618	8		59 1/2
30 Nov. '63	6.32		Quincy	75,525	53,000	50,932	16,650	25,837	6,012			
30 Nov. '63	2.68		Salem & South Daxvers	57,100	78,300		1,800	9,789	1,278			
30 Nov. '63	2.60	10 2	Somerville	50,000	50,000			2,500	2,500			32 1/2
30 Nov. '63	7.75	61 14	Stoneham street (Boston)	31,600	32,900			5,685	1,711	5		
30 Nov. '63	1.59	311 60	Suffolk (Boston)	107,485	123,250	24,800	63,074	42,750	1,591			
30 Nov. '63	3.21		Union (Transportation)	228,179	100,000	20,000	48,178	217,253	13,036	8		
30 Nov. '63	2.25		West Cambridge	12,850	12,850		120	642	642	5		47
30 Nov. '63	5.00		West Roxbury	40,558	40,400							
30 Nov. '63	2.25		Winnimmet	62,162	62,200		4,798					
30 Nov. '63	5.00		Worcester	89,000	69,000	20,000		6,202	542			
31 Jan. '64	3.0	3.0 45 7	CONNECTICUT.									
31 Dec. '62	8.5	11 3	Fairhaven and Westville	100,000	100,000							
			Hartford and Wethersfield	300,000	300,000							
			NEW YORK.									
30 Sep. '63	10.76		Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	Brooklyn, Bath & Coney Is'd	106,125	61,625	44,500					100	69
30 Sep. '63	24.00	35 43	Brooklyn Central & Jamaica	8,4870	492,150	327,150	44,778	146,218	7,216		48	
30 Sep. '63	58.18	1.90	Brooklyn City	1,331,387	1,000,000	170,000		542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	Brooklyn City and Newtown	281,765	346,000	166,000	11,790	61,453	7,881	3	100	58
30 Sep. '63	10.00		Brooklyn City & Ridgewood	51,328	53,500							
30 Sep. '63			Buffalo Street									
30 Sep. '63			Central City (Syracuse)									
30 Sep. '63	16.00	14.00	Centrl Pk N. & E. Riv. (N. Y.)	994,655	44,073	550,000		19,794	7,008			
30 Sep. '63	17.50		Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286			100	69
30 Sep. '63		6.00	East & North River (N. Y.)	650	650							
30 Sep. '63	17.33		Elighth Avenue (N. Y.)	978,531	800,000		30,000	338,598	124,445	12	100	
30 Sep. '63	11.00	1.00	42d st. & Grand st. Ferry	723,361	600,000	127,100	4,000					
30 Sep. '63	4.52		Fourteenth Street (N. Y.)									
30 Sep. '63	4.63		Grand St. & Newtown (Wg)							8		
30 Sep. '63			Harlem Br. Morris & Ford'm									
30 Sep. '63			Main & Ohio St. (Buffalo)									
30 Sep. '63			Niagara Street (Buffalo)									
30 Sep. '63	19.00	34	Ninth Avenue (N. Y.)	447,598	795,360	57,000		97,241	23,479		100	
30 Sep. '63		11.00	N. Riv. & Wall St. Ferry (N. Y.)		1,200							
30 Sep. '63	7.50	3.40	Port Morris & Westchester		81,500	68,000	6,000	7,636	8,977		100	70
30 Sep. '63	16.00		Rochester City & Brighton	1,135,818	650,000	500,000	25,000	270,354	51,127		100	70
30 Sep. '63	8.37	40 25	Second Avenue (N. Y.)	1,161,893	750,000	15,000		412,600	99,227	10	100	115
30 Sep. '63	16.50	117 3	Tenth Av & 32d st. (N. Y.)	1,419,308	1,170,000	400,000		682,131	233,079	12	100	240
30 Sep. '63	2.00	3.50	Third Avenue (N. Y.)									
30 Sep. '63	1.50		Troy and Lansingburg	2,160	7,080			1,693	310			
			Utica City	62,000	500,000	6,000	5,150	4,582	752			
			V. Brunt st. & Erie Bas. (Buff)									
			NEW JERSEY.									
31 Dec. '62	5.02	2.50	Hoboken and Hudson City	32,400	30,000		2,000					
31 Dec. '62	6.35		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,958	3		
31 Dec. '62	10.47		Jersey City & Bergen Point	111,412								
31 Dec. '62	17.09	150 22	Orange and Newark	411,000	211,000	200,000		71,050	19,183		50	
31 Dec. '62	6.80	5	West Hoboken & Hoboken	100,000	40,000	60,000						
			PENNSYLVANIA.									
31 Oct. '63	7.89	133 22	Chestnut & Walnut (Phila.)	197,573	100,000	135,000		104,728	50,698	40	10	57
31 Oct. '63	8.13	126 14	Citizens' (Pittsburg)	157,637	92,000	64,200	5,860	89,897	30,108	20		
31 Oct. '63	4.12	13 4	Delaware County	30,729	24,080	6,500	2,850	5,668				
31 Oct. '63	4.38	112 20	Fairmount & Arch st. (Phila.)	194,017	200,000		2,050	63,459	14,824	7 1/2	15	
31 Oct. '63	16.74	274 42	Frankford & Southw'k (Ph.)	721,434	490,260	200,000		202,367	68,757	7	50	60
30 Nov. '63	24.23	205 35	Germantown	369,446	112,245	250,000		133,506	26,745		61	
31 Oct. '63	8.40	116 25	Girard College (Phila.)	160,000	160,000			76,430	19,682	9 1/2	25 1/2	
31 Oct. '63	8.73	196 36	Green & Coates st. (Phila.)	224,182	150,000	87,000		124,540	50,470	19 1/2	29	
31 Oct. '63	11.00		Hestonv. Mantua & Fairm't	100,000	60,000	40,000						
31 Oct. '63			Lombard & South st. (Phila.)									
31 Oct. '63	11.17		North Philadelphia	300,000	200,000	100,000						
31 Oct. '63	12.00	96 19	Philadelphia & E. L.	76,500	81,500		500	32,091				
31 Oct. '63	10.57	0.52 57 10	Philadelphia and Darby	86,447	100,000			24,102	1,018			
31 Oct. '63	7.04	109 13	Pittab. Allegheny & Manch'r	86,418	67,878	12,000	9,822	49,638	7,036			
31 Oct. '63	4.51	70 10	Pittsburg and Birmingham	62,963	42,000	22,800	5,269	40,528	16,184			
31 Oct. '63	6.16	128 21	Race and Vine (Fairmount)	121,613	180,000	125,000	57,845	72,437	5,983		14	
31 Oct. '63	5.20		Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '63	7.75	54 16	Ridge Avenue & Manyunk	176,635	118,000			34,549	12,231	8 1/2	16	
31 Oct. '63	19.46	382 60	Second & Third st. (Phila.)	476,779	208,757	172,100		279,628	98,803	8 1/2	20	69
31 Oct. '63	6.62	60	17th & 19th st. (Phila.)	113,696	120,000			28,447	4,917	17	25	
31 Oct. '63	8.35	120 17	Spruce & Pine (Phila. & Gr's P.)	173,010	159,312	15,500		75,068	18,417	17	25	
31 Oct. '63	7.65	151 176 36	10th & 11th st. (Citizens')	171,776	192,750		6,000	125,623	45,960	16	20	50
31 Oct. '63	6.25	133 16	13th & 15th st. (Phila.)	100,000	100,000			87,604	20,428	17	25	
31 Oct. '63	9.31	223 48	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	60	
			MARYLAND.									
31 Dec. '62	21.00	340 50	Baltimore City	700,000	670,000		31,549	239,059	21,058		19	
			OHIO.									
31 Dec. '62	5.00		Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00		City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81		Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63		Pendleton & S. St. Mart (Cin.)	70,000	60,000							
			MISSOURI.									
30 Nov. '62	8.29		Citizens' (St. Louis)	117,437	100,000							
30 Nov. '62	3.38		Missouri (St. Louis)	76,674	70,000							
30 Nov. '62	4.48		People's (St. Louis)	83,775	70,000							
30 Nov. '62	10.20		St. Louis	298,004	298,004							

PASSENGER RAILROAD BONDS.

DESCRIPTION,	Amount out- standing	INTEREST,		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway [Brooklyn]:	\$	pc	Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	1883	---
Brooklyn, Bath & Coney Is'd	44,500	7	J. & J.	1883	---
1st Mortgage	---	---	---	---	---
Brooklyn Centr. & Jamaica:	301,250	7	J. & D.	1870	---
1st Mortgage	22,900	7	---	---	---
Real Estate	---	---	---	---	---
Brooklyn City	170,000	7	J. & J.	1872	---
1st Mortgage	---	---	---	---	---
Brooklyn City & Newtown:	166,000	7	J. & J.	1872	---
1st Mortgage	---	---	---	---	---
Cambridge:	150,000	6	J. & J.	1881	100 1/2
1st Mortgage	---	---	---	---	---
Central Park, East & North River:	101,000	7	J. & J.	1874	---
1st Mortgage	---	---	---	---	---
Citizens' (Pittsburg)	47,800	7	J. & J.	1870	---
1st Mortgage	---	---	---	---	---
Cliftondale:	25,000	6	J. & J.	1871	---
1st Mortgage	---	---	---	---	---
Coney Island and Brooklyn	13,000	7	J. & J.	1873	---
1st Mortgage	---	---	---	---	---
Delaware County:	---	---	---	---	---
1st Mortgage	6,500	7	---	---	---
Dorchester:	---	---	---	---	---
Real Estate Mortgage	5,000	6	---	---	---
Dorchester and Roxbury:	---	---	---	---	---
1st Mortgage	7,800	6	J. & J.	---	---
Forty-second street:	---	---	---	---	---
1st Mortgage	127,150	7	J. & J.	1873	---
Frankford and Southwark:	---	---	---	---	---
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:	---	---	---	---	---
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Contes St.:	---	---	---	---	---
1st Mortgage	82,000	7	J. & J.	1870	160
Hestonville, Mantua & Fair- mount:	---	---	---	---	---
1st Mortgage	40,000	7	J. & J.	1869	---
Hoboken and Weehawken:	---	---	---	---	---
1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston:	---	---	---	---	---
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:	---	---	---	---	---
1st Mortgage guaranteed	75,600	6	---	1880	91
Medford and Charlestown:	---	---	---	---	---
1st Mort. [Winter St. Br.]	12,000	6	---	---	---
Metropolitan:	---	---	---	---	---
1st Mortgage	36,625	6	---	---	---
Real Estate Mortgage	---	6	---	---	---
Middlesex:	---	---	---	---	---
Malden & Melrose bonds.	80,000	6	---	1870	---
Real Estate	6,210	---	---	---	---
Ninth Avenue:	---	---	---	---	---
1st Mortgage	57,000	7	---	---	---
North Philadelphia:	---	---	---	---	---
1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark:	---	---	---	---	---
1st Mortgage Broad street	100,000	7	J. & J.	1851	---
" " O. & Newark	100,000	7	J. & J.	1860	---
Philadelphia City:	100,000	7	J. & J.	1883	---
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:	---	---	---	---	---
1st Mortgage	17,000	7	J. & J.	1870	---
Philadelphia and Gray's Ferry:	---	---	---	---	---
1st Mortgage	15,500	7	J. & J.	1869	---
Pittsburg, Allegheny and Manchester:	54,200	---	---	---	---
1st Mortgage	25,000	7	J. & J.	1871	---
Pittsburg & Birmingham:	---	---	---	---	---
1st Mortgage	22,600	7	J. & J.	1870	---
Pittsburg & East Liberty:	---	---	---	---	---
1st Mortgage	87,000	7	J. & J.	1871	---
Quincy:	---	---	---	---	---
Plain bonds	50,000	---	M. & S.	1868	---
Richmond and Schuylkill:	---	---	---	---	---
1st Mortgage	30,000	7	J. & J.	1870	---
Rochester City & Brighton	---	---	---	---	---
1st Mortgage	66,000	7	J. & J.	---	---
Second Avenue:	---	---	---	---	---
1st Mortgage	500,000	7	J. & D.	1867	---
Second and Third Street:	---	---	---	---	---
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	---
Sixth Avenue:	---	---	---	---	---
1st Mortgage	15,000	7	J. & J.	1875	---
Suffolk:	---	---	---	---	---
1st Mortgage	24,800	6	M. & S.	1872	---
Third Avenue:	---	---	---	---	---
1st Mortgage	340,000	7	J. & J.	1870	---
Real Estate bonds	60,000	---	---	---	---
Union:	---	---	---	---	---
Real Estate Mortgage	20,000	6	J. & D.	1868	---
West Hoboken & Hoboken:	---	---	---	---	---
1st Mortgage	40,000	7	M. & N.	1872	---
West Philadelphia:	---	---	---	---	---
1st Mortgage	100,000	7	J. & J.	1869	---

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.		Amounts outstanding.	Interest.			DESCRIPTION OF SECURITIES.		Amounts outstanding.	Interest.				
			Rate.	Periods.	WHEN DUE.	Market Price.				Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.													
Loan of June 23, 1847.....registered	coupon	\$6,415,280	6	Jan. & July.	1867	115	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	180	
Loan of Dec. 31, 1848.....registered	coupon	8,908,342	6	"	1867	"	" " " " " " " " " " " "	600,000	5	"	77-78	116	
Texas Indemnity, of Sep. 9, 1850.....coupon		2,160,000	6	"	1868	110	" " " " " " " " " " " "	500,000	6	May & Nov.	1868	119	
Loan of June 14, 1855.....registered	coupon	20,000,000	6	"	1868	120	" " " " " " " " " " " "	1,000,000	5	"	1883	118	
Loan of June 23, 1860.....registered	coupon	7,022,000	6	"	1868	200	" " " " " " " " " " " "	168,000	5	"	1880	"	
Oregon War Debt of June, 1861.....coupon		1,018,000	6	"	1874	100	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1875	100	
Loan of Feb. 8, 1861.....registered	coupon	18,415,000	6	"	1874	99	" " " " " " " " " " " "	100,000	6	"	1879	"	
Loan of July 17, 1861.....registered	coupon	71,421,700	6	"	1871	99	" " " " " " " " " " " "	597,000	7	"	18-6	100	
Loan of Feb. 25, 1862 (5-20s).....registered	coupon	510,766,900	6	"	1871	99	" " " " " " " " " " " "	2,000,000	6	"	68-73	"	
Treasury Notes of Aug. 1861.....coupon		118,577,630	6	"	1881	100	Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1867	100	
Loan of 1864 (10-40s).....coupon		70,230,550	6	"	1881	100	" " " " " " " " " " " "	100,000	7	"	1871	"	
One Year Treasury Notes (legal tender).....		44,500,000	6	Yearly.	1881	100	" " " " " " " " " " " "	2,275,000	7	"	1883	"	
Two Year		127,909,300	6	Jan. & July.	1881	106	Mississippi-State bonds (banks).....coupon	2,000,000	6	Jan. & July.	41-71	"	
Certificates of Indebtedness		161,993,000	6	"	1881	104	Missouri-Bank Stock Loan of 1857.....	63,000	54	Jan. & July.	1863	69	
(N.B.—Sinking Fund: 1 per cent. per annum			6	"	1881	104	" " " " " " " " " " " "	190,000	6	"	1863	61	
(in coin) on the aggregate bonds. Interest pay-			6	"	1881	105	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	"	
able in coin.			6	"	1882	107	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	"	
			6	"	1884	104	" " " " " " " " " " " "	200,000	6	"	1863	"	
			6	"	1884	95	" " " " " " " " " " " "	7,000,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	4,500,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	3,000,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	4,500,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	3,501,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	650,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	700,000	6	"	1863	"	
			6	"	1894	97	" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	"	
			6	"	1894	97	" " " " " " " " " " " "	780,000	6	"	1870	100	
			6	"	1894	97	" " " " " " " " " " " "	635,100	6	Feb. & Aug.	1870	"	
			6	"	1894	97	" " " " " " " " " " " "	200,000	6	"	Var.	"	
			6	"	1894	97	" " " " " " " " " " " "	96,000	6	Jan. & July.	65-71	"	
			6	"	1894	97	" " " " " " " " " " " "	531,520	6	"	1871	"	
			6	"	1894	97	" " " " " " " " " " " "	200,000	6	"	1871	"	
			6	"	1894	97	" " " " " " " " " " " "	501,500	6	Jan. & July.	pleas.	"	
			6	"	1894	97	" " " " " " " " " " " "	348,107	5	"	pleas.	"	
			6	"	1894	97	" " " " " " " " " " " "	900,000	5	"	1875	"	
			6	"	1894	97	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	107	
			6	"	1894	97	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	"	
			6	"	1894	97	" " " " " " " " " " " "	1,300,000	6	Jan. & July.	68-78	117	
			6	"	1894	97	" " " " " " " " " " " "	700,000	7	"	1870	113	
			6	"	1894	97	" " " " " " " " " " " "	28,698	5	"	d'm'd	"	
			6	"	1894	97	" " " " " " " " " " " "	11,050	54	"	d'm'd	"	
			6	"	1894	97	" " " " " " " " " " " "	14,230	6	"	d'm'd	"	
			6	"	1894	97	" " " " " " " " " " " "	421,000	6	Jan. & July.	65-67	"	
			6	"	1894	97	" " " " " " " " " " " "	287,700	44	J. A., J., & O	1864	"	
			6	"	1894	97	" " " " " " " " " " " "	63,000	5	Feb. & Aug.	1876	"	
			6	"	1894	97	" " " " " " " " " " " "	28,000	54	J. A., J., & O	1865	"	
			6	"	1894	97	" " " " " " " " " " " "	320,000	54	Jan. & July.	1865	"	
			6	"	1894	97	" " " " " " " " " " " "	100,000	6	"	1867	"	
			6	"	1894	97	" " " " " " " " " " " "	6,922,274	5	"	63-74	109	
			6	"	1894	97	" " " " " " " " " " " "	15,889,025	5	"	64-76	117	
			6	"	1894	97	" " " " " " " " " " " "	1,200,000	7	"	1864	"	
			6	"	1894	97	" " " " " " " " " " " "	9,123,505	6	Various.	Var.	58	
			6	"	1894	97	" " " " " " " " " " " "	1,288,279	6	Jan. & July.	1860	110	
			6	"	1894	97	" " " " " " " " " " " "	1,015,000	5	"	1865	95	
			6	"	1894	97	" " " " " " " " " " " "	379,866	6	"	1868	"	
			6	"	1894	97	" " " " " " " " " " " "	2,183,532	6	"	1870	105	
			6	"	1894	97	" " " " " " " " " " " "	1,600,000	6	"	1875	105	
			6	"	1894	97	" " " " " " " " " " " "	4,095,309	6	"	1881	106	
			6	"	1894	97	" " " " " " " " " " " "	2,400,000	6	"	1886	106	
			6	"	1894	97	" " " " " " " " " " " "	125,680	6	"	1863	103	
			6	"	1894	97	" " " " " " " " " " " "	1,500	6	"	1866	"	
			6	"	1894	97	" " " " " " " " " " " "	299,313	6	"	1868	"	
			6	"	1894	97	" " " " " " " " " " " "	2,920,403	6	Yearly.	1867	"	
			6	"	1894	97	" " " " " " " " " " " "	55,372	6	"	1864	"	
			6	"	1894	97	" " " " " " " " " " " "	131,200	44	April & Oct.	due.	"	
			6	"	1894	97	" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	94	
			6	"	1894	97	" " " " " " " " " " " "	3,886,019	5	Feb. & Aug.	due.	"	
			6	"	1894	97	" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.	"	
			6	"	1894	97	" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.	"	
			6	"	1894	97	" " " " " " " " " " " "	210,283	6	Feb. & Aug.	due.	107	
			6	"	1894	97	" " " " " " " " " " " "	200,000	44	Jan. & July.	1882	104	
			6	"	1894	97	" " " " " " " " " " " "	1,177,890	5	"	1-64	"	
			6	"	1894	97	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	"	
			6	"	1894	97	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	"	
			6	"	1894	97	" " " " " " " " " " " "	1,558,073	5	Jan. & July.	1865	"	
			6	"	1894	97	" " " " " " " " " " " "	2,277,755	5	"	1868	"	
			6	"	1894	97	" " " " " " " " " " " "	1,766,214	5	"	1870	100	
			6	"	1894	97	" " " " " " " " " " " "	4,880,000	5	Feb. & Aug.	1877	101	
			6	"	1894	97	" " " " " " " " " " " "	428,000	5	"	1878	"	
			6	"	1894	97	" " " " " " " " " " " "	400,000	5	April & Oct.	1879	106	
			6	"	1894	97	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	"	
			6	"	1894	97	" " " " " " " " " " " "	360,987	5	"	"	"	
			6	"	1894	97	" " " " " " " " " " " "	97,360	6	Feb. & Aug.	1871	105	
			6	"	1894	97	" " " " " " " " " " " "	3,000,000	6	Mar. & Sept.	1882	101	
			6	"	1894	97	" " " " " " " " " " " "	2,000,000	5	"	68-90	"	
			6	"	1894	97	" " " " " " " " " " " "	484,441	6	"	1877	50	
			6	"	1894	97	" " " " " " " " " " " "	1,708,017	6	"	1882	60	
			6	"	1894	97	" " " " " " " " " " " "	1,310,000	6	"	1877	48	
			6	"	1894	97	" " " " " " " " " " " "	1,125,000	6	"	1890	56	
			6	"	1894	97	" " " " " " " " " " " "	2,063,606	5	"	1890	56	
			6	"	1894	97	" " " " " " " " " " " "	12,799,000	5	"	1890	56	
			6	"	1894	97	" " " " " " " " " " " "	608,000	5	"	1890	56	
			6	"	1894	97	" " " " " " " " " " " "	48,000	6	"	1890	56	
			6	"	1894	97	" " " " " " " " " " " "	175,000	6	"	63-64	"	
			6	"	1894	97	" " " " " " " " " " " "	68,000	6	"	62-63	"	
			6	"	1894	97	" " " " " " " " " " " "	751,000	6	Jan. & July.	1870	108	
			6	"	1894	97	" " " " " " " " " " " "	404,000	5	Various.	Var.	"	
			6	"	1894	97	" " " " " " " " " " " "	18,264,642	6	Jan. & July.	83-93	48	
			6	"	1894	97	" " " " " " " " " " " "	12,624,600	6	"	85-93	"	
			6	"	1894	97	" " " " " " " " " " " "	1,865,000	5	"	1892	"	
			6	"	1894	97	" " " " " " " " " " " "	100,000	6	April & Oct.	67-68	100	
			6	"	1894	97	" " " " " " " " " " " "	200,000	6	Jan. & July.	1867	"	
			6	"	1894	97	" " " " " " " " " " " "	100,000	6	"	1877	"	
			6	"	1894	97	" " " " " " " " " " " "	1,100,000	6	"	78-88	"	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1890	55,784	55,128	74,690	63,995	88,211	78,428	81,453	103,635	94,928	107,758	73,751	64,937	838,441
1891	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,266	1,098,464
1892	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1893	109,850	101,355	104,372	122,094	132,301	145,542	149,187	167,948	170,044	170,910	168,969	163,294	1,673,706
1894	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	---	---	---	---
Chicago and Rock Island:													
1890	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,262	994,577
1891	68,703	77,408	77,408	80,170	104,272	100,403	82,895	139,049	134,500	145,889	92,873	76,467	1,181,003
1892	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,094	162,587	123,319	118,788	1,381,060
1893	120,778	90,607	75,676	76,459	102,353	138,874	119,947	117,088	146,268	161,593	138,795	135,595	1,423,489
1894	140,224	130,225	122,512	126,798	144,995	170,987	189,142	160,306	210,729	216,030	196,435	201,134	1,959,207
1894	158,735	175,482	243,150	175,838	188,565	205,860	195,103	271,141	331,494	---	---	---	---
Chicago and Northwestern:													
1890	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,003	42,101	400,469
1891	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,671	80,819	108,737	74,331	53,554	676,784
1892	48,325	48,651	59,920	60,410	84,891	83,229	76,897	90,527	87,167	105,146	81,296	55,109	885,668
1893	46,065	49,103	59,249	54,725	84,706	104,815	95,340	71,308	104,094	124,787	108,956	90,901	994,677
1894	69,691	81,190	92,483	103,450	107,868	124,283	115,861	106,491	172,072	210,476	163,388	153,522	1,488,197
1894	98,123	111,496	167,962	174,889	188,629	---	---	---	---	---	---	---	---
Cleveland and Toledo:													
1890	59,856	56,779	75,709	62,294	55,652	62,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1891	78,170	67,210	86,260	76,032	65,907	58,085	50,386	66,573	84,603	94,406	82,467	82,400	889,490
1892	85,239	78,918	85,663	90,324	65,302	63,137	62,269	60,285	84,640	98,528	83,401	105,253	956,950
1893	106,283	88,468	108,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,676	1,107,544
1894	145,916	146,839	165,780	121,278	103,407	99,599	90,882	95,134	130,551	150,397	143,836	156,920	1,570,509
1894	158,068	176,105	208,329	158,077	126,000	100,000	113,515	---	---	---	---	---	---
Erie:													
1890	304,708	319,593	372,296	380,343	340,953	380,657	361,819	350,114	455,235	465,959	538,606	414,704	4,651,049
1891	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	6,235,424
1892	404,507	391,932	458,560	547,174	508,610	480,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,193
1893	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,139	902,906	963,859	8,400,834
1894	845,695	850,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	955,294	1,024,040	1,035,521	10,400,481
1894	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,086,364	1,201,006	---	---	---	---
Galena and Chicago:													
1890	60,553	62,698	80,798	93,254	115,505	93,449	80,705	146,541	219,528	252,108	142,658	94,860	1,462,752
1891	97,253	76,859	101,600	103,795	165,707	162,823	145,889	150,359	200,276	221,326	172,700	122,309	1,720,399
1892	109,867	105,424	74,346	90,180	168,194	225,048	190,458	129,019	188,370	208,575	166,530	149,632	1,777,641
1893	132,517	121,161	129,226	136,601	172,348	212,945	143,517	163,245	261,494	287,122	228,407	304,716	2,199,295
1894	143,906	169,577	177,251	196,872	220,825	---	---	---	---	---	---	---	---
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	167,443	232,035	1,983,434
1891	209,422	212,714	134,606	156,281	129,996	140,860	167,220	169,549	180,000	193,951	169,549	220,370	2,075,822
1892	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,290	146,424	178,261	197,762	246,283	2,023,537
1893	297,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,671	2,922,970
1894	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	263,100	302,174	295,750	484,550	3,726,440
1894	501,231	472,240	356,626	278,540	281,759	253,049	272,726	306,595	---	---	---	---	---
Illinois Central:													
1890	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1891	185,257	185,926	209,994	183,758	219,890	188,000	193,981	248,971	259,643	321,059	243,163	225,196	2,664,846
1892	212,944	279,268	229,334	199,488	177,829	189,280	268,963	289,892	284,020	248,240	224,401	289,612	2,890,612
1893	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,788	414,543	410,336	372,593	359,483	3,445,827
1894	299,944	271,085	276,643	289,224	324,087	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,671,038
1894	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	707,363	---	---	---	---
Marietta and Cincinnati:													
1890	33,904	26,252	25,891	88,579	32,668	29,384	37,271	56,687	46,452	81,829	55,257	48,544	512,218
1891	38,203	63,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1892	66,540	77,874	90,755	73,215	83,964	76,055	89,593	94,375	96,062	---	---	---	---
Milwaukee and Prairie du Chien:													
1890	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1891	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1892	83,903	62,907	7,010	61,759	144,915	108,721	76,163	109,661	154,399	122,272	61,835	1,163,734	---
1893	67,180	76,132	41,925	88,177	106,967	111,260	71,587	89,352	166,417	206,054	138,342	90,000	1,224,343
1894	102,748	115,135	88,222	140,417	180,747	212,226	139,547	113,398	---	---	---	---	---
Michigan Southern & Northern Indiana:													
1890	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	178,870	218,465	196,485	163,172	1,754,819
1891	131,467	119,893	166,454	175,481	134,688	127,273	196,821	233,851	274,722	303,492	243,172	208,896	2,068,896
1892	140,925	116,933	153,170	186,951	170,362	161,391	128,558	177,773	235,690	276,181	231,265	189,077	2,189,077
1893	163,162	153,728	157,500	193,120	200,326	181,983	159,915	226,819	276,109	325,519	305,284	279,589	2,467,833
1894	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,392,541
1894	256,600	304,445	335,058	327,208	264,818	311,717	279,129	355,264	598,330	---	---	---	---
Michigan Central:													
1890	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,887	226,077	181,617	132,949	1,756,416
1891	110,712	107,749	160,311	166,741	158,510	123,085	128,393	193,540	251,428	300,474	196,182	129,022	2,028,142
1892	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,844	301,333	242,089	200,134	2,124,214
1893	230,159	169,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1894	245,858	245,858	238,432	236,453	206,221	193,328	215,449	208,168	275,458	339,194	306,199	316,065	3,168,065
1894	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,446	---	---	---	---
New York Central:													
1890	380,349	370,544	509,211	478,563	409,828	447,513	504,217	591,920	743,699	709,671	637,792	520,896	6,008,768
1891	387,128	402,530	561,078	551,700	495,943	544,494	692,382	868,985	811,456	730,736	622,407	515,622	7,154,622
1892	489,065	420,793	627,051	689,688	558,743	525,138	625,076	696,175	696,175	927,030	952,960	872,	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F." Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
1st Mortgage	\$300,000	7			1887		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,000,000	7	"	"	1885	93½
2d Mortgage	225,705	8			1884		Bonds issued for coupons of do.	755,000	7	May & Nov.	"	1883	100
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	100
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	"	"	1885	95
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		Flag Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	693,500	7	"	"	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	384,000	7	Jan. & July.	New York.	1887	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
2d Mortgage	956,000	7	"	"	1882		Cincinnati and Zanesville:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	1,300,000	7	Jan. & July.	New York.	1889	
Atlantic and Great Western (O.):							2d Mortgage	574,000	7	Feb. & Aug.	"		
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97	3d Mortgage	188,000	7				
2d Mortgage		7	Jan. & July.	"	1883		Income	250,500	7				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7				
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	434,000	6	Nov. & May.	London.	1878	98	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	1883-70		2d Mortgage	244,200	7	March & Sept.	"	1884	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1870	
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	107½	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92
" " " 1850.	700,000	6	Jan. & July.	"	1880	110½	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1855.	1,125,500	6	Jan. & July.	"	1875	112½	Dividend Mortgage	900,000	7			1880	
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,192,000	7	March & Sept.	"	1873	108
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	100
2d Mortgage	130,000	7	"	"	1870		4th Mort. (M. L.) or 3d Extension	1,059,028	6	"	"	1886	87
Selvidere Delaware:							River Line bonds	20,000	7			1887	
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev. Columbus and Cin.						
3d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	98	1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	184-70	
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							1st Mortgage	244,000	7	April & Oct.	New York.	1887	101½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½	2d Mortgage	161,000	7	June & Dec.	"	1872	101½
2d Mortgage	300,000	7	"	New York.	1865	100½	Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	"	1863	75
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870		C. and T. Income Mortgage	250	7	March & Sept.	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870	106	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	167,000	7	"	"	1864	
Boston and Lowell:							C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	18-5	70
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Buffalo, New York and Erie:							C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	"	1885	106
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105	Columbus and Xenia:						
2d Mortgage coupon	428,714	7	May & Nov.	"	1872	103	Dividend (due 1880, '81, '82, '86)	208,000	6	June & Dec.	New York.	var.	
Buffalo and State Line:							Connecticut River:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	1st Mortgage	250,000	6	March & Sept.	Boston.	1878	108½
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	"	var.		Connecticut and Passump. Rivers:						
Unsecured	200,000	7	"	"	1864		1st Mortgage	800,000	6	June & Dec.	Boston.	1878	100½
Special Erie and North-East	149,000	7	"	"	'61-70		Cumberland Valley:						
Burlington and Missouri:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			2d Mortgage	109,500	8	"	"	1904	
Cairo and Fulton (Mo.):							Dayton and Michigan:						
State (Mo.) Loan	650,000	6			'78-79		1st Mortgage	300,000	8	Jan. & July.	New York.	1887	105
Garden and Amboy:							2d Mortgage	2,065,000	8	"	"	1881	103
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1880		Dayton and Western:						
Converted Sterling Loan	798,200	6	"	"	1863		1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
American Loan	782,000	6	"	New York.	1864	105	2d Mortgage	250,000	7	June & Dec.	"		40
Loan for \$500,000.	500,000	6	"	"	1867	105	Delaware:						
" " \$800,000.	790,600	6	"	"	1870	116	1st Mortgage guar. by P. W. &						
" " \$875,000.	675,000	6	"	"	1875	100	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
" " \$1,700,000.	1,700,000	6	"	"	1883	101	Guaranteed.	100,000	6	"	"	1875	106
" " \$2,500,000.	887,000	6	"	"	1889	107½	State Loan	170,000	6	"	"	1876	
Consolid. Mort. Loan \$5,000,000							Delaware, Lackawanna and W'n:						
Garden and Atlantic:							1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage (E. Extension)	1,499,000	7	"	"	1876	110
Catawissa:							2d Mortgage	2,515,500	7	March & Sept.	"	1881	110
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		Detroit and Milwaukee:						
Oayaga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	200,000	7	Jan. & July.	New York.	1865		2d Mortgage	1,000,000	8	"	"	1866	
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-70	100	4th Mortgage (G. W. R. R.)	500,000	8				
2d Mortgage	600,000	7	May & Nov.	"	1875	113	Dubuque and Sioux City:						
Central Ohio:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1863	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	Dubuque Western:						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	914	1st Mortgage	344,000	†				
2d Mortgage	600,000	7	June & Dec.	New York.	1865	101	Eastern (Mass.):						
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	102½
4th Mortgage (S. F.)	1,365,800	7	"	"	1876	60	2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	98
Charleston and Savannah:							3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st Mortgage (endorsed)	510,000	6					1st M. (State) \$75,000 a yr after '64	500,000	6	Ja. Ap. Ju. Oc.	"	'65-'71	
2d Mortgage	1,000,000	7					East Tennessee and Georgia:						
Cheshire:							State, 1st Mortgage	970,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½	Endorsed by State of Tennessee	150,000					
Chicago, Burlington & Quincy:							Mortgage (ordinary)	790,888					
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120	East Tennessee and Virginia:						
" " " " " " "	3163,000	8	"	"	1883		State, 1st Lien	1,602,000					
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	"	1860		Endorsed by State of Tennessee	200,000					
2d Mortgage, inconvertible	940,500	4½	July	Frankfort, M.	1890		1st Mortgage (after State)	100,000					
Chicago and Aurora 1st Mort.	180,000	7	Jan. & July.	New York.	1867		Redeemable in Stock	66,953					
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	"	1868		Raton and Hamilton:						
" " " " " " "	65,000	8	March & Sept.	"	1876		1st Mortgage	757,734	†			var.	
Chicago and Alton:							Erie and North-East:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	90	Exchanged for Buff. and St. L.	112,000	7	Jan. & July.	New York.	61-'70	
1st Mortgage pref. S. F.	586,000	7	April & Oct.	"	1877	100	Florida:						
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	Internal Improvement (State)	1,855,000	7			1891	
Chicago and Milwaukee:							Free Land, 2d Mortgage	1,500,000	8			1891	
1st General Mort.		7	Jan. & July.	New York.	1868		Florida and Alabama:						
1st " " (C. & M.) conv.		8	Jan. & Nov.	"	1874		Internal Improvement (State)		7			1891	
2d " " (M. & C.)		8	Jan. & July.	"	18--		Free Land, 2d Mortgage		8			1891	
3d " " " "		8	"	"	18--		Florida, Atlantic and Gulf Centr.						
Chicago and Great Eastern:							Internal Improvement (State)	200,000	7			1891	
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894		Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118	State (Tenn.) Loan	1,340,000	8				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	"	1875	109	Michigan Central:						
Elgin and State Line	139,000		Jan. & July.	"	1879		1st Mortgage Sterling	467,489	8	Jan. & July.	London.	1872	93
Great Western, Ill.:							1st Mortgage S't'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1883	106	1st Mortgage (convert.) Dollar	2,230,600	8	"	N. Y. & Boston	1860	
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	"	1882	128
Hannibal and St. Joseph:							1st Mortgage (S. F.), convertible	4,328,900	8	"	"	1882	128
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85	Mich. Southern and N' Indiana:						
Land Security	3,344,600	7	April & Oct.	"	1881	99	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	"	1861	107
Harriburg and Lancaster:							Erie and Kalamazoo	41,000	7	March & Sept.	"	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1853	112 1/2	Northern Indiana, conv.	10,000	7	Feb. & Aug.	"	1863	81
Hartford and New Haven:							Jackson Branch	77,000	7	"	"	1865	88
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7	"	"	1868	105
Housatonic:							Detroit and Toledo	734,000	7	"	"	1870	100
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,612,000	7	May & Nov.	"	1885	106 1/2
Houston and Texas Central:							2d General Mortgage	2,194,500	7	"	"	1877	100
State (1st Lien) Loan	210,000						* Milwaukee and Beloit:						
Mortgage	125,000	7					1st Mortgage	630,000	8				
Hudson River:							* Milwaukee and Horicon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	119	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	120	Milwaukee and Prairie du Chien:						
Convertible	1,002,000	7	"	"	1867	101	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	2,896,500	8	"	New York.	1875	114	1st Mortgage	1,007,363	7				
Eight per cent. bonds	287,000	6	March & Sept.	"	1865		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	629,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri:						
2d Mortgage	364,000	10	"	"		120	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		"		
Indianapolis and Cincinnati:							Oskaloosa Division	500,000	7	Jan. & July.	"	1875	134
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	2,000,000	7	"	"		
2d Mortgage	400,000	7	"	"	1862	100	2d Land Grant	700,000		"	"		
Real Estate Mortgage	200,000	7			1858	68	Mississippi and Tennessee:						
Ind., Pittsburg and Cleveland:							Tennessee State Loan	98,000	6			1885	
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mississippi State Loan	202,799	6				
2d Mortgage	347,000	7	"	"			1st Mortgage	171,000	7			1876	
Indianapolis and Madison:							Mobile and Ohio:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83	City (Mobile) Tax Loan	400,000	6				
Jeffersonville:							Tennessee State Loan	674,860	6				
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Alabama State Loan	389,410	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
* Kennebec and Portland:							Sterling	878,035	6			1883	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Mississippi State Loan	200,970	6				
2d Mortgage	230,000	6 1/2	"	Augusta.	1861		Montgomery and West Point:						
3d Mortgage	250,000	6 1/2	"	"	1862		Alabama State Loan	122,622					
* Kentucky Centr. (Cov. and Lex.)							Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage	160,000	6					Mortgage	450,000	8			1866	
2d Mortgage	260,000	7					Muscogee:						
2d Mortgage (convertible)	1,000,000	7					1st Mortgage	240,000	7				
3d Mortgage	600,000	7					Nashville and Chattanooga:						
Guaranteed by Covington	200,000	6					Mortgage (State endorsed)	1,500,000					
Cincinnati (exchanged)	100,000	6					Chat. and Olev. Subse. (endors.)	231,000					
Coakuk, Ft. D. Moines and Minn.:							* New Albany and Salem:						
City of Keokuk, 20 years	400,000	81					Crawfordville	175,000	7				
City of Keokuk, (special tax)	150,000	101					1st Mortgage	500,000	10				
Keokuk, Mt. Pleasant and Muscatine:							1st Mortgage	2,235,000	6				
Lee County	150,000	8					N. Hav., N. Lond. and Ston'ton:						
City of Keokuk	200,000	8					Mortgage	450,000	7	March & Sept.	New Haven.	1861	
La Crosse, Viroqua & Mineral Pt.:							2d Mortgage	200,000	6	Jan. & July.	"	1868	96
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		Extension	116,000	6	May & Nov.	"	1873	
Lehigh Valley:							New Haven and Northampton:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	107	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
La Crosse and Milwaukee:							1st Mortgage (H & Hamp.)	103,000	6				
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			New Jersey:						
2d Mortgage (Eastern Div.)	1,000,000	7					Company's (various)	642,500		Semi-annually.	New York.	var.	102 1/2
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			New London Northern:						
2d Land Grant (Western Div.)	355,300	7	"	"			1st Mortgage	61,000	7	Jan. & July.	New London.	1871	100
3d Mortgage (whole road)	1,700,000	7					N. Ori's, Jackson and Gt. North:						
Unsecured Bonds	1,785,000	7					State (Miss.) Loan	255,000	5			'83-'88	
Lexington and Frankfort:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Mortgage, due 1864, '69 and '74	105,000	6		Lexington.	'64-'74		N. Ori's, Opelous and Gt. West:						
Little Miami:							Louisiana State Loan	641,000	6				
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103	New Orleans City Subscription	1,500,000	5				
Long Island:							1st Mortgage (S. F.)	566,000	8			1889	
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New York Central:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	114
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Buffalo & Niagara F. R. R. Bds.	24,000	7	Jan. & July.	"	1864	103 1/2
Long Dock Co.:							Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	117
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Exchanged S'ks (S. F.) B'ds	683,000	6	May & Nov.	"	1883	105
Mortgages on Land	473,309	7	"	"			" " " " " " " " " "	78,000	6	"	"	1883	
Louisville and Frankfort:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	105
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate Bonds & Mortgages	210,273	7	"	var.	"	var.
1st Mortgage	201,000		"	"	'63-'75		" " " " " " " " " "	25,502	6	"	"	1883	101
Louisville and Nashville:							Bonds of June, 1854	2,949,200	7	June & Dec.	"	1864	103 1/2
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"	1876	126
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Bonds of Dec. 1862 (S. F.)		6	June & Dec.	"	1887	110
Lebanon Branch 1st Mortgage	400,000						New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	117
State (Tenn.)	372,000	6					3d Mortgage	6,000,000	7	"	"	1883	116 1/2
Mortgage	24,000	7					4th Mortgage	5,120,000	7	April & Oct.	"	1890	106
Mortgage	10,000	6					5th Mortgage	1,739,500	7	June & Dec.	"	1888	105
Marletta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	107
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1881	99 1/2	New York and Harlem:						
1st Mortgage Sterling	1,900,000	7	"										

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Race and Mississippi:						
1st Mortgage	\$222,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	85
North Carolina:							1st Mortgage (West'n Division)	757,000	8		"	1875	85
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1882	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (84 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (irredeemable)	1,500,000	6		"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (£87,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	114	Richmond and Petersburg:						
Y. and O. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1875		Coupon	150,000				1875	
N. C. Contract	7,100	6	Jan. Ap. Ju. Oc.	"	1885	100	Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71 1/2
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	27
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	69	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7	"	"	1861	25	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	99 1/2	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99 1/2	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	360,000	10			1837	121	2d Mortgage	185,000	7			1860	
Northern (N. H.):							3d Mortgage	318,500	7			1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	104	Six per cents	113,228	6			1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Bonds for Dividend Serp.	100,000	7		New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7	April & Oct.	New York.	1868	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	93	Seaboard and Roanoke:						
2d Mortgage	255,000	7	April & Oct.	"	1880		1st Mortgage	820,000	7			1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	3d Mortgage	75,000	7			1870	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	6		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	86	South-Western (Ga.):						
State Loan (S. W. Branch)	1,200,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"		85	*Springfield, Mt. Vern. and Pittab.						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Staubenv. and Ind. (P. C. and O.)						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111	2d Mortgage	900,000	7	"	"	1895	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,283,940	6		London.	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000					
Pennobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,800	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	6	Jan. & July.	"	76-78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
2d Mortg. (E. Ext.) convertible.	600,000	8	June & Dec.	"	1873		St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
State (Va.) Loan (S. F.)	900,000	7					" (series B)	1,100,000	7	April & Oct.	"	1894	84
1st Mortgage (1859-70-75)	365,000	6			var.		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
2d Mortgage (1862-70-72)	378,000	6			var.		" " (series D)	1,400,000	7	May & Nov.	"	1894	82
Special Mortgage (1865-68)	175,000	6			var.		" " Income (series E)	1,700,000	7	"	"	1894	82
Last Mortgage (1861 to 1869)	133,500	8			var.		Tennessee and Alabama:						
Phila., Germantown and Norristown:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	110	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
" 1836	182,400	5			1880	103	1st M. (L. E. Wab. and St. Louis)	2,600,000	7	"	"	1865	"
" 1840	2,950,600	6	April & Oct.	"	1870	100	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	83
" 1861	110,000	6	Jan. & July.	"	1871	100	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
" 1843	1,531,800	6	"	"	1880	105	Interest Bonds	151,850	7				88
" 1844	810,000	6	"	"	1880	103	Vermont Central:						
" 1845	101,000	6	"	"	1880	101	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
" 1846	67,000	6	"	"	1880	101	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
" 1849	67,000	6	"	"	1880	101	Virginia Central:						
" 1857, (convertible)	2,480,500	6	"	"	1886	121	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	82
" 1856	1,442,000	7	"	"	1886	133	Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	New York.	1884	
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141 1/2	Virginia and Tennessee:						
Improvement	14,500	6	May & Nov.	Boston.	1863		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellville:							1st Mortgage	500,000	6	"	New York.	1872	80
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880		2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	112	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series E)	875,000	7	May & Nov.	"	1912	"	Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Watertown and Rome:						
2d " (series G)	860,000	7	Jan. & July.	"	1912	103	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	Western (Mass.):						
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Sterling (£899,000)	4,319,520	5	April & Oct.	London.	78-71	
" (series K)	860,000	7	April & Oct.	"	1912	"	Dollar Bonds	850,000	6	"	Boston.	1875	103 1/2
" (series L)	860,000	7	May & Nov.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	66-76	100
" (series M)	860,000	7	June & Dec.	"	1912	"	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
3d " (series N)	2,000,000	7	April	"	1912	87	Elmira and Williamsport:						
Ridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		Wilmington and Manchester:						
"	39,420	8	May & Nov.	"	1865		1st Mortgage	596,000	7	May & Nov.	New York.	1865	69 1/2
Pittsburg and Steubenville:							2d Mortgage	200,000	7	"	"	1872	
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		Wilmington and Weldon:						
Potomac and Watertown:							Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Sterling, issued in 1863	144,500	6			1863	
Quincy and Chicago:							Company's endorsed by State.	150,000	6			1873	
1st Mortgage	1,200,000				1873								

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.			
																				No.		No.
M.	M.	M.	M.	No.	No.	No.																
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,388				877,963	608,500	106,255	1,615,704	54.0		101,102	87,806		
28 Feb. '69	30.3				68.1	2	19	Alabama and Mississippi	461,505	30,991			335,010	109,500	21,637	518,995	30.3		55,191	51,882		
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906			1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,282		
30 Jun. '69	67.0				171.3			Mobile and Girard	1,500,000								67.0	236,791	76,778	21,066		
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000										1,402,888	966,870		
29 Feb. '60	86.6	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,805	116.9			505,156	260,269		
ARKANSAS.																						
2 Nov. '55	38.5				107.5			Memphis and Little Rock	553,874				351,824	446,000	10,725	811,949						
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,860				793,850	700,000		1,493,850	22.5		230,251	104,694		
CONNECTICUT.																						
31 July '63	23.8		1.9		75.1	16	29	Danbury and Norwalk	3,042,356	66,493			307,060	100,000		422,290	23.8		46,938	65,999		
31 Aug. '64	122.4					22	37	Hartford, Provid. and Fishkill	3,062,356	302,511			2,037,940	1,988,740	213,876	4,204,666	12.4		251,451	408,410		
31 Jan. '64	61.6	11.2	66.2			22	37	Hartford and New Haven	3,260,908	254,000	137,036			927,000			4,280,08	72.8		455,245		
31 Dec. '63	74.0		8.9			10	17	Housatonic	2,439,776				2,037,940	191,000	64,859	2,439,776	74.0		183,367	329,530		
31 Dec. '63	57.0		1.3			7	16	Naugatuck	1,490,193				1,031,800	305,050	29,954	1,460,193	62.0		129,574	265,387		
29 Feb. '64	52.0		2.6			8	17	N. Haven, N. London and Ston.	1,454,040				1,031,800	305,050	29,954	1,460,193	62.0		129,574	265,387		
30 Nov. '63	8.48	8.5	9.3			3	3	New Haven and Northampton	2,305,204	28,748			1,010,000	680,000		2,363,842	66.0		156,918	195,055		
31 Dec. '63	66.0		5.9			8	12	New London Northern	687,152				602,105	61,000		887,152	117		670,410	424,772		
31 Mar. '64	61.3	1.0	68.8			29	76	New York and New Haven	4,721,932	764,877			3,572,800	2,000,000		6,612,367	117.4		432,559	189,339		
30 Nov. '63	59.4	7.0	8.3			16	17	Norwich and Worcester	2,463,933	149,711	214,100	2,122,000	764,800	21,126	3,074,971	66.4	307,841					
DELAWARE.																						
31 Oct. '60	84.3		10.7					Delaware	1,562,257				406,132	870,000	271,877	1,007,684	84.3		136,631	138,970		
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,535		744,620		5,924	749,544	6.0		27,283	10,390		
FLORIDA.																						
30 Apr. '60	154.2				160			Florida	632,791	30,586			191,456	195,000	75,894	619,112	32.0		7,897	3,535		
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama														
30 Apr. '60	59.9		5.0					Flo., Atlantic and Gulf Central														
30 Apr. '60	100.0	3.9	10.0	163.6				Pensacola and Georgia									29.4					
GEORGIA.																						
30 Jun. '60	66.7				16	7	124	Atlanta and West Point	1,192,339				1,250,000	126,000		1,597,386	66.7		418,036	266,827		
30 Jun. '60	92.6							Atlantic and Gulf—M. Trunk					733,000	129,500			30.0					
30 Dec. '60	53.0				70.9			Augusta and Savannah	1,032,300				733,000	129,500			63.0		168,998	96,612		
30 Apr. '60	43.5							Brunswick and Florida	755,000								31.0					
30 Nov. '60	191.0				23.7			Central of Georgia (and Bank)	4,996,800				4,996,800			4,996,800	191.0					
31 Mar. '60	171.0	61.0			53	62	697	Georgia (and Bank)	4,156,000		1,003,650		4,156,000	812,500		4,968,500	171.0		1,159,188	628,043		
30 Nov. '60	102.5				18	16	171	Macon and Western	1,568,000				1,500,000		12,295	1,668,976	102.5		404,618	212,676		
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534			669,950	249,000		1,026,886	50.0		202,714	110,516		
1 May, '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374			1,275,901	10,200	180,621	1,473,140	71.6					
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425				2,921,900	396,500	19,913	3,822,913	228.8		388,863	13		
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497				built and owned by State.				138.0		832,343	454,541		
ILLINOIS.																						
31 Dec. '63	220.0				52	32	846	Chicago and Alton	8,280,639				4,205,939	4,065,000		8,392,415	281.0	1,002,440	1,673,706	701,566		
30 Apr. '64	240.0	096.0	47.0		98	60	1,775	Chicago, Burlington and Quincy	11,749,270	2,178,055			6,571,140	6,128,031		14,837,539	394.0	1,966,519	3,090,211	1,350,489		
1 Apr. '63	242.0				29.0	36	23	705	Chicago and North Western	12,325,389	510,983			8,731,316	8,356,000	226,641	13,147,136	242.0	1,083,054	448,508		
31 Mar. '64	181.8				61	69	61	Chicago and Rock Island	7,429,633				6,000,000	1,402,743		8,380,576	228.4	1,162,890	2,143,575	1,103,414		
31 Dec. '63	121.0	138.7	50.0		74	81	1,459	Chicago and Chicago Union	6,404,164	1,366,988	525,451		6,028,400	3,506,000		10,962,115	341.7	1,484,096	2,201,481	1,279,400		
31 May '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,551				1,645,551	2,350,000		4,214,342	190.0		742,097	377,476		
31 Dec. '63	454.8	252.5			116	101	2,978	Illinois Central	28,610,229				19,015,970	17,320,000		36,335,970	730.0	3,010,697	4,571,025	2,118,847		
31 Dec. '63	148.0				31	30	424	Ohio and Mississippi	4,870,586				1,780,295	3,292,403			148.0					
31 Dec. '63	195.0	14	12.2					St. Louis, Alton & Terre Haute	10,600,000				3,900,000	6,700,000		10,600,000	209.0	18 mos.	2,202,415	704,650		
INDIANA.																						
31 Aug. '67	109.0							Cincinnati and Chicago	2,080,433				1,106,679	1,060,125		51,772	2,283,748	109.0		240,867	119,342	
31 Dec. '62	72.4				19	17	266	Evansville and Crawfordville	2,233,413				2,750	986,061	1,219,100	51,772	2,283,748	109.0		240,867	119,342	
1 Dec. '63	89.8	20.2			23	19	313	Indiana Central	1,667,039	274,081			26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	168,541	
1 Dec. '63	84.0							Indianapolis and Cincinnati	2,497,962	540,043	25,689		1,639,900	1,383,284	140,639	3,458,108	84.0		448,858	230,834		
1 Dec. '63	78.0							Jed. Pittsburg and Cleveland	1,845,508		10,000		1,299,571	968,000	11,036	2,491,368	84.0	355,587	598,097	350,525		
1 Mar. '63	86.0	46.0	3.0		15	14	201	Indianapolis and Madison	1,549,518				1,015,907	621,000		2,176,223	108.0	312,859	527,868	298,156		
30 Nov. '63	73.0				21	17	415	Louisville and Nashville	1,433,812				772,812	661,812		1,538,763	132.0		285,974	104,951		
30 Nov. '63	73.0							Louisv. N. Albany & Chicago	6,000,000				2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371.40		
30 Nov. '63	73.0							Terre Haute and Richmond	1,611,450		255,679	1,517,450	94,000			2,326,955	73.0	367,302	774,618	307,527		
IOWA.																						
1 Jun. '68	75.5				201.5			Burlington and Missouri	1,514,257				762,783	668,000	92,663	1,542,765	50.0					
31 Dec. '63	89.0							Chicago, Iowa and Nebraska	1,350,000				516,072	860,000	369,034		86.0	7 mos.	85,239	40,771		
31 Dec. '63	100.0				269.0	10	7	Dubuque and Sioux City	53,260,485	63,951			2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,839		
1 Jun. '68	38.5				101.3	4	4	Keok, Ft. Des Moines & Minn.	1,037,876	82,499			921,449	570,000			38.5	11 mos.	458,821	21,336		
30 Dec. '63	135.0	95.0			312.0			Mississippi and Missouri	4,193,000				2,701,060	4,000,000	15,000		230.0					
KENTUCKY.																						
31 Oct. '59	80.0							Covington and Lexington	3,743,971	276,024			1,582,169	2,900,000	337,532	4,275,999	111.8		426,408	227,534		
30 Jun. '63	29.0							Lexington and Frankfort	597,950	52,300			514,573	106,000		741,061	29.0		99,320	53,355		
30 Jun. '63	65.1				13	5	160	Louisville and Frankfort	1,888,832	123,735	6,540		1,109,594	301,000		1,663,713	65.1	191,693	232,909	120,069		
30 Jun. '63	135.0	83.0	18.2		43	27	378	Louisville and Nashville	9,123,757				6,892,199	2,997,500	76,715	9,797,911	393.0	695,265	1,777,983	1,062,165		
LOUISIANA.																						
31 Dec. '60	80.0				173.0	12	216	N. O. Opelousas and Gr. West'n	3,554,420	505,290			3,242,318	566,000	339,297	5,865,320	80.0	180,204	431,322	223,496		
31 Mar. '61	206.0				205.0	45	37	N. O. Jackson and Gr. Northern	6,570,452	1,040,752			2,665,000	1,150,717		1,069,717	206.0		1,232,924	555,434		
31 Aug. '60	53.7				135.3			Vicksburg, Shreveport & Texas	1,662,691				1,233,015	248,969	103,484	1,710,819	43.7					
MICHIGAN.																						
30 Sep. '62	57.0							Chic. Detroit & Can. G. T. Junc.	built and equipped by G. T. R. Co. of Canada				2,950,000	4,250,000		9,008,269	183.6		340,896			
30 Jun. '62	138.0	</																				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Net.		
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.			
MAINE.																								
30 Nov. '02	55.0				6	4	74	Androscooggin	1,050,000			161,833	444,638	205,554	757,381	36.6	76,344	79,761	43,461					
30 Jun. '02	149.0				41	17	349	Atlantic and St. Lawrence	6,788,206	867,734		2,494,000	3,068,491		7,985,476	149.0	oper. by	172,113				46		
30 Sep. '01	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264			1,287,779		271,143	2,990,908	109.5	139,963	172,113	91,487					
31 May, '03	99.7	9.5			13	20	231	Maine Central	4,211,878			1,060,860	3,068,491	139,952	4,250,308	109.2	186,240	823,032	174,028					
31 May, '04	51.8				10	4	109	Portland, Saco and Portsmouth	1,500,000			100,000			1,600,000		154,991	350,863	188,121	6		105		
	37.0							Somerset and Kennebec	783,763			169,200	556,600		1,049,414	37.0		55,408	25,404					
MARYLAND.																								
30 Sep. '00	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8		3,922,203	3,205,788	6		116		
30 Sep. '00	30.0				7	33	197	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	462,880	290,840	9		127		
31 Dec. '03	138.0	4.0	16.4		53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,290,000	4,850,000		10,346,232	261.0	1,012,096	2,307,448	620,581			51		
MASSACHUSETTS.																								
30 Nov. '03	26.7	1.8	43.6		22	40	616	Boston and Lowell	2,245,243	183,345		1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6		112		
30 Nov. '03	74.8	8.8	61.1		36	74	635	Boston and Maine	4,880,349	446,557	493,903	4,076,974			4,976,974	110.3	649,882	1,018,326	482,656	8		126		
30 Nov. '03	47.0	7.0	32.5		26	41	228	Boston and Providence	2,952,600	207,400		3,160,000	87,720		3,247,720	61.8	428,301	853,727	397,729	8		141		
30 Nov. '03	44.6	24.0	60.7		30	65	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000			4,500,000	83.6	573,514	1,202,654	488,357	9		135		
30 Nov. '03	46.0	1.1	27.1		7	16	102	Cape Cod Branch (par 60)	907,760	123,865		681,663	121,000		1,087,722	47.1	77,036	130,058	69,191	6		69		
30 Nov. '03	50.0	2.4	9.5		12	19	164	Connecticut River	1,614,875	187,568		1,591,100	250,000		1,943,286	52.4	169,351	314,194	168,008	6		108		
30 Nov. '03	44.2	30.5	27.3		29	71	624	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,900	66,500	4,894,100	89.0	477,753	812,556	390,594	6		101		
30 Nov. '03	50.9	42.5	74.8		25	37	487	Fitchburg	3,139,851	350,149		3,540,000			3,874,507	93.4	389,738	732,262	328,043	8		120		
30 Nov. '03	12.4	2.3			2	4	26	Lowell and Lawrence	882,885	30,276		200,000	75,000	3,961	387,496			21,780	21,776	0		127		
30 Nov. '03	14.5	17.2			10	17	304	Nashua and Lowell	558,919	95,684		600,000			704,336	71.0	167,154	238,794	69,077	8		101		
30 Nov. '03	39.0	0.7			4	6	19	New Bedford and Taunton	480,160	52,518	14,000	500,000	283,000		785,500	36.7	41,995	164,207	64,797	0		102		
30 Nov. '03	73.5	7.5	26.5		25	64	606	Old Colony and Fall River	1,079,387	49,222		357,155	662,900	206,502	1,245,565	33.0	67,833	53,233			10			
30 Nov. '03	48.4	1.0	14.9		18	16	368	Providence and Worcester	3,179,661	254,503		3,015,100	416,000	339,915	3,771,015	102.1	438,407	722,068	411,544	7		123		
30 Nov. '03	13.9	1.7			3	4	197	Salem and Lowell	1,409,228	213,182		1,650,000	26,000		1,676,000	44.4	226,461	381,512	169,145	8		140		
30 Nov. '03	11.1	0.6	1.2		3	11	72	Taunton Branch	381,470	82,543		243,305	226,900	1,886	471,592			17,520	17,252	1		110		
30 Nov. '03	61.3				6			Troy and Greenfield	233,429	39,727		250,000			298,962	11.7	51,675	165,405	33,098	6		112		
30 Nov. '03	99.3	8.0	5.5		10	13	179	Vermont and Massachusetts	1,903,250			923,942	979,308		1,903,250						40			
30 Nov. '03	160.1	17.8	126.6		73	63	1,179	Western (incl. Alb. & W. S. etc.)	3,309,357	207,343		2,214,225	925,760		3,321,695	77.3	112,506	271,815	140,136	10		39		
30 Nov. '03	43.7				10	12	146	Worcester & Nashua (par 83)	10,167,143	1,095,712		5,150,000	6,267,520		4,746,044	218.0	1,275,929	2,439,833	1,232,831	10		152		
									1,116,597	116,000		1,610,000	103,700	39,891	1,873,159	46.7	188,647	251,024	132,153	6		95		
NEW HAMPSHIRE.																								
31 Mar. '03	93.5				14	10	232	Boston, Concord and Montreal	2,550,000	*		1,800,000	1,050,000		2,962,666	93.5		247,279	124,406			62		
30 Nov. '03	63.6	8.0			15	16	246	Cheshire	2,476,846	322,266		2,085,925	685,400		2,969,852	53.6	338,025	382,153	130,645	2		7		
31 Mar. '03	84.5				21	22	494	Concord (par 50)	1,500,000			1,500,000			1,664,506	61.3		470,078	125,286			65		
31 Mar. '03	29.3	2.8			2			Manchester and Lawrence	1,065,245	*		1,000,000	12,300	20,904	operated by	Concord R. R.	83,524		7		120			
31 Mar. '03	99.2	18.0	12.5		24	14	424	Merrimack and Conn. Rivers	698,258	*		698,258	568,000		1,266,258	52.7		37,791	11,913			10		
30 Apr. '03	24.7	2.2			5	2	60	Northern New Hampshire	3,085,400	*		3,085,400	220,700	69,114	3,245,214	82.0		366,816	153,718	4		80		
								Sullivan	1,450,730	*		500,000	750,000	277,210	24.7			81,121	13,183					
NEW JERSEY.																								
31 Dec. '02	64.2							Belvidere Delaware	3,170,126	*		997,862	2,089,500	173,982	3,261,344	76.0		259,921	113,538					
31 Dec. '02	63.9							Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181			124.2		3,040,148	1,728,548	10		150		
31 Dec. '02	60.2							Camden and Atlantic	1,837,386	*		1,000,583	1,037,376	117,095	2,155,024	60.2		144,386	65,128			16		
31 Dec. '02	53.0							Central of New Jersey	5,601,676	773,000	609,636	4,020,180	2,000,000		7,708,860	64.0	81,041	1,941,276	1,127,244	10		171		
31 Dec. '02	33.5							Morris and Essex	1,674,061			57,000	1,157,800	340,000	87,080	1,849,625	53.0		293,887	103,616	7		116	
31 Dec. '02	21.3							New Jersey	8,640,516	448,673	1,461,396	4,978,000	642,500	400,017	7,639,574	33.8		1,286,600	694,914	10		150		
31 Dec. '02	24.0							Northern New Jersey	422,397	*		156,850	204,200	77,798	438,798	21.2		90,618	29,592			170		
31 Dec. '02	24.0							Raritan and Delaware Bay	2,450,417	*		1,203,553	1,250,000	143,605	2,597,161		2 mos.	10,588	24,242			65		
31 Dec. '02	38.5							Warren	1,907,750	*		1,307,730	600,000		1,907,750	24.0		239,889	154,908	6		110		
								West Jersey	821,984	*		681,893	212,500	31,743	821,984		82,936	90,122	43,623					
NEW YORK.																								
30 Sep. '03	85.0				3	6	38	Albany & Susquehanna	1,192,179	64,858		978,670	120,000	34,888	1,257,037									
31 Dec. '03	48.9	3.1			8	8	140	Atlantic and Great Western	2,587,725			908,996	1,587,665		2,587,725	49.9		829,223	176,095					
30 Sep. '03	142.0	13.0			28	41	140	Buffalo and Great Western	3,399,088			860,000	2,395,000	1,070	3,369,088	160.3	618,390	1,184,256	317,213	5		100		
30 Sep. '03	68.3																							

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.		Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	P. C.			
PENNSYLVANIA.																						
31 Dec. '83	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039			1,763,506	3,858,000		5,634,039	100.0		500,215	171,256			
31 Dec. '83	24.5				19	3	1,303	Beaver Meadow	1,064,230	400,500		1,983,900	1,000		1,984,900	24.5	247,080	583,219	842,661	23		
31 Sep. '83	65.0							Catawissa	3,634,000			3,500,000	284,000	3,908,890	3,862,880	146.0		328,613	808,567	1		
31 Oct. '83	62.0				4	12	8	Cumberland Valley	1,131,037			956,000	270,000		1,213,381	152.0		106,712	276,338	9		
31 Oct. '83	110.7	2.8	47.2		74	20	4,339	Del., Lackawanna and West'n	7,013,294	2,160,585		5,098,250	4,571,000	1,006,951	13,276,201	202.0		1,469,494	1,757,063	9		
31 Oct. '83	85.8	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	86.9		151,820	238,243	130,163		
31 Dec. '83	78.0				16	7	647	Elmira and Williamsport	2,083,007			1,000,000	1,000,000	Leas'd to North Penn.	1,000,000	18.0		144,871	423,858	169,268		
31 Oct. '83	18.6							Erie and Northeast	700,000			600,000	400,000									
31 Oct. '83	36.9	18.6	17.0					Harrisburg and Lancaster	1,882,560			1,182,550	700,000									
31 Oct. '83	32.0				44.3	3	3	Hempfield	1,616,560	41,340		1,808,565	600,000	100,000	2,408,565	32.3		27,000	37,047	4,163		
31 Oct. '83	31.8	14.6	10.5		14	2	100	Huntingdon and Broad Top	1,927,218			622,345	1,325,992	223,000	2,174,427	54.0		143,578	259,629	101,570		
31 Dec. '83	80.0				16	7	1,068	Lackawanna and Bloomsburg	2,802,846			710,000	1,929,065	68,833	2,707,898	80.0		886,700	478,113	248,838		
31 Oct. '83	46.0	34.0	82.0		29	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000		3,820,377	88.0		886,544	1,320,058	774,074		
31 Oct. '83	28.3				10	1	61	Little Schuylkill	1,371,868			2,646,100	900,000	62,227	3,668,327	Philad. & Reading R.R.						
31 Oct. '83	24.5	108.0	68.3		31	1	615	Mine Hill and Schuylk. Haven	3,311,613			4,132,935	3,104,287		6,237,037	68.3		274,990	511,396	273,391		
30 Nov. '83	55.6	13.2	10.6		17	27	613	North Pennsylvania	5,486,709	404,764		3,147,760	3,104,287		6,252,037	68.3		274,990	511,396	273,391		
31 Dec. '83	300.3	66.1	319.0		290	173	4,920	Pennsylvania	27,048,814	3,543,484	2,883,487	13,450,250	16,949,124		35,245,668	366.9		5,211,202	1,891,413	6,111,413		
31 Oct. '83	17.0				18	4	101	Phila., Germant'n & Norrist'n	1,131,078	235,439		1,307,200	405,000		1,712,200	24.0		244,425	332,439	179,545		
31 Oct. '83	230.0				36	6	539	Phila. and (Sunbury) Erie	21,124,422	3,765,774	579,345	13,211,228	10,667,828		26,813,928	403.0		2,721,689	6,252,037	706,900		
30 Nov. '83	147.1	51.1	21.3		106	67	4,340	Philadelphia and Reading	6,358,822			999,200	250,000		1,249,200	28.2		137,074	614,050	353,648		
31 Oct. '83	95.9				36	98	828	Phila. and Trenton	8,714,600		351,129	7,460,000	1,017,500		8,477,500	200.5		647,029	2,540,248	1,602,170		
31 Dec. '83	95.2				11	10	81	Phila., Wilmington and Balt.	2,064,581	124,432		1,767,373	1,500,000	82,530	3,365,639	72.0		200,740	155,587	105,356		
31 Dec. '83	468.3				146	109	1,560	Pittsburg and Connelleville	18,191,294			6,164,532	12,935,173		19,932,741	468.3		3,472,914	1,332,954	2,108,954		
31 Dec. '83	28.0				5	1	484	Pittsb'g, Ft. Wayne & Chicago	1,175,773	112,824		600,000	791,597	Leas'd to North Penn.	40,476	144,708	87,112	10	40			
31 Oct. '83	29.0				6	4	198	Shamokin Valley & Pottsville	700,967	106,555		307,300	396,500		603,800	29.6		75,358	126,093	79,976		
RHODE ISLAND.																						
31 Aug. '83	50.0			2.0	12	17	103	N. Y., Providence and Boston	2,168,000	*		1,508,000	256,800		1,764,800	62.0		297,700	421,757	199,155		
30 Nov. '83	13.6			0.5	4	3		Providence, Warren & Bristol	421,943	13,299		437,17	8,500		445,673	13.0		24,916	31,702	9,718		
SOUTH CAROLINA.																						
31 Dec. '83	54.9				47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,906	1,009,536	51.9					
31 Dec. '83	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,585,000	109.6		283,263	151,536	6		
1 Jan. '83	123.2	21.8						Greenville and Columbia	2,439,769	324,161		1,429,009	1,145,000		345,546	164.5		341,190	125,871			
28 Feb. '83	102.0							North-Eastern	2,011,652			955,743	960,410	108,172	2,067,325	102.0		220,014	96,145			
31 Dec. '83	136.0	106.0			62	59	790	South Carolina				2,643,833					1,409,636	701,943	7			
TENNESSEE.																						
30 Sep. '80	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	90,110	1,167,707	47.6		29,967	19,187			
1895	31.0				10	8	128	East Tennessee and Georgia	3,637,367			1,289,073	2,020,000	200,000	1,489,073	140.0		318,718	187,460			
1895	140.0				40	37	628	East Tennessee and Virginia	2,310,033	166,284		538,394	1,802,000	390,407	3,099,994	130.3		297,806	149,197			
1895	271.6	19.4	20.0		39	9	6	Memphis and Charleston	5,866,578	878,069	129,364	3,899,949	2,661,000		2,661,000	291.0		1,635,096	878,597			
1895	271.6	16.0	20.0		39	9	6	Memphis and Ohio	2,259,267	141,144		670,000	1,381,000	145,000	1,856,000							
1895	100.0				30.6	55.8	242	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,731	740,000		1,038,731							
1895	59.0				40.1	7	5	Mississippi and Tennessee	1,137,400			798,286	554,949	513,518		59.4	69,870	177,266	60,029			
1895	47.4				2	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,360		47.4	54,175	83,129	44,666			
1895	34.2				12	2	81	McMinnville and Manchester	533,807	65,816		144,894	406,000	5,000		34.2	30,065	23,808	18,692			
30 Nov. '80	142.7	44.0			39	17	319	Nashville and Chattanooga	3,632,582	*		2,056,544	1,731,000		3,787,544	142.7		734,118	337,834	6		
1895	45.8				4.2	11.7	5	Nashville and Northwestern	76,016	76,016		598,922	660,000	204,544		45.8	67,960	127,958	87,242			
1895	30.0				0.6	8.0		Tennessee and Alabama				216,902	413,000	409,477		30.0		1,248				
TEXAS, (all aided by State).																						
-- '83	32.0				158.0			Buffalo Bayou, Braz. & Col'f'do								32.0						
-- '83	56.0				184.0			Galveston, Houst. & Henderson								56.0						
-- '83	60.0				1.5	75.0	2	Houston and Brazoria	1,250,000			276,000	240,000		171,500		60.0	31,300	32,670			
1 May '80	70.0				6.0	280.0	7	Houston and Texas Central	4,232,345	*		455,000	976,000	369,000		70.0	102,200	182,840	196,568			
-- '80	25.0				110.0			San Antonio & Mexican Gulf.								25.0						
VERMONT.																						
31 May '84	110.3				6.6		9	Connect. & Passumpsic Rivers	2,842,741	*		1,050,000	800,000		3,036,338	90.7	139,577	308,850	167,430	68		
31 Aug. '83	119.6				26	25	558	Rutland and Burlington	3,991,705	556,275		2,238,376	3,267,471	896,219	6,396,166	119.6		449,351	423,027	117,162		
31 Aug. '83	62.5				10	9	240	Rutland and Washington	960,000	256,683		1,097,000	1,806,683		2,903,683	62.5		185,474	67,786			
31 May '83	117.0				12	46	841	Vermont Central	8,402,085			5,000,000	3,500,000	1,500,000	10,000,000	117.0		174.5	836,299	841,045		
31 May '83	47.0				9.1	9.7		Vermont and Canada	6,687,500			1,687,500			1,687,500	ope. by Vt. Central						
30 Jun.																						

CANAL AND NAVIGATION STOCKS.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th 13.F.14	Sat 15.M.17.	Tu 18.W.19.
American Coal Co.	85	86	85
At. & Gt. W. (O) 1st M.	86	87	87
Buffalo, N. Y. & E., 1M.	86	85	84
California 7s.	86	85	84
Canton Co.	86	85	84
Central Am. Transit.	86	85	84
Chicago & Alton	87	87	81
" " pref.	87	87	81
" " Inc. b'ds.	87	87	81
Chicago, Burl. & Q.	120	125	119
" " 8 p.c.	120	125	121
Ohio & Northwestern	46	45	44
" " pref.	79	81	79
" " 1st M.	94	84	95
" " 2d M.	94	84	95
" " S. F.	94	84	95
" " A. B.	94	84	95
" " I. B.	94	84	95
Chicago & Rock Isl.	96	96	97
" " 1st M. '70.	96	97	98
Clev., Col. and Cin.	105	106	108
Clev. and Pittsburgh	105	106	108
" " 1 M.	105	106	108
" " 2 M.	105	106	108
" " 3 M.	105	106	108
" " 4 M.	105	106	108
Clev. and Toledo	117	116	116
" " 8. F. 7 p.c.	117	116	107
Cumberland Coal, pref. 58	58	58	57
Del. & Hudson Canal. 165	165	165	168
Del., Laek. & West.	165	165	168
" " 1M. 8p.c.'71-5.	165	165	168
" " 2M. 8p.c.'81.	165	165	168
Erie	97	98	97
" " pref.	103	104	103
" " 1 M. 7 p.c. '67.	103	104	103
" " 2 M. 7 p.c. '79.	117	118	118
" " 3 M. 7 p.c. '83.	117	118	118
" " 4 M. 7 p.c. '80.	110	110	110
" " 5 M. 7 p.c. '88.	110	110	110
Galena and Chicago.	117	116	116
" " 1M. 7p.c.'82.	117	116	116
" " 2M. 7p.c.'76.	117	116	116
Gann. & St. Joseph.	117	116	116
" " pref.	117	116	116
" " bonds.	117	116	116
Hudson River	123	122	123
" " scrip.	123	122	123
" " 1M. 7p.c.'69.	123	122	123
" " 2M. S. F.	123	122	123
" " 3M. 7p.c.'75.	123	122	123
" " conv. bonds.	123	122	123
Illinois Central	120	122	121
" " Can. b'ds.	120	122	121
" " bonds.	120	122	121
Marquette & Cin. lat pref.	116	116	114
" " 2d	116	116	114
" " 1st mort.	116	116	114
Mariposa Mining Co.	35	34	32
Michigan Central.	127	126	125
" " 8F. 8p.c.'82.	127	126	125
" " conv. 8p.c.'69.	127	126	125
M. S. and N. I.	67	72	71
" " guard.	67	72	71
" " 1M. S. F. 105	67	72	71
" " 2 M.	67	72	71
Mt. and P. du Chien.	50	50	50
" " 1st pref.	50	50	50
" " 2d pref.	50	50	50
" " 1st M.	50	50	50
Minnesota Mining Co.	50	50	50
Miss. & Mo.	50	50	50
" " L. G. bonds.	50	50	50
Missouri 6s.	61	60	62
" " 1st H. & St. J. R.	61	60	62
" " Pacific.	61	60	62
New York Central.	119	120	119
" " 7s. 1884.	119	120	119
" " 7s. S. F. '76.	119	120	119
" " 7s. conv. '76.	119	120	119
" " 6s. S. F. '83. 115	119	120	119
" " 6s. S. F. '87.	119	120	119
N. York & Harlem	73	73	73
" " " pref.	73	73	73
" " 1M. 7p.c.'73.	73	73	73
" " 2M. 7p.c.'64.	73	73	73
" " 3M. 7p.c.'67.	73	73	73
Ohio & Miss. cer.	37	38	37
Pacific Mail S. S. Co.	295	295	295
Panama	295	295	295
Penn'a Coal Co.	170	185	185
Phila. and Reading.	124	124	124
Pitts. Ft. W. & Chicago.	99	101	101
" " 1M. 110	111	104	95
" " 2M. 103	111	104	95
" " 3M.	91	91	91
Quicksilver Mining Co.	81	80	79
St. L., Alton & T. H.	63	70	70
" " pref.	70	70	68
" " 1M.	70	70	68
" " 2M. pref.	70	70	68
" " Inc. b'ds. 82	82	82	82
Tennessee 6s. 1890.	55	55	56
Toledo & Wabash	55	55	56
" " Pref.	55	55	56
" " 1M.	55	55	56
" " 1M. ex. 100	100	100	100
" " 2M.	87	87	87
" " Int. b'ds.	87	87	87
Virginia 6s.	61	61	61

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

ton; Polished Sheet, 3 cents per lb.			
Fig, Scotch, No. 1..... (cash)	per ton	62	@ 63
Fig, American, No. 1.....		63	@ 63 50
Bar, Swedes, assorted sizes. (in gold).....			@ 92 50
Bar, English, Refined.....		190	@ 205
Bar, English, common.....		175	@ 190
Round, English.....			@ 230
Horse Sheet.....			@ 225
Rod, English.....		205	@ 210
Hoop, English.....		230	@ 210
Nail Rod.....	pe lb.	15	@ 17
Sheet, Russia.....	pe lb.	29	@ 32
Sheet, English, Single, Double and Triple.....		21	@ 14

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent ad val.

English, ad. vln. (1st & 2d qnty.)	24	@	37
English Spring (1st & 2d qnty.)	18	@	20
English Blister (1st & 2d qnty.)	23	@	24
English Machinery	19	@	20
American, Blister	16	@	20
American, Cast, flammered	30	@	33
American, Cast, Rolled	18	@	22
American Spring	15	@	20
German	20	@	23
Milan (in bond)	--	@	--

COPPER—Duty: Pig, Bar and Ingot, 24; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 31 oz. per square foot, 34 cents per lb.

Sheathing, New.....(suite).....per lb.	—	@	72
Sheathing &c. Old.....(cash).....	—	@	40
Sheathing, Yellow.....	—	@	50
Pig, Chile.....	—	@	—
Bolts.....	—	@	72
Braziers.....	—	@	72
American Ingot.....(cash).....	47	@	48

LEAD—Duty. Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.

Galena.....	per 100 lb.	12 75	@	13 —
Spanish.....		13 50	@	13 87½
German Refined.....		12 50	@	12 87½

German Reinforced.....	13 50 @	13 87
English.....	13 50 @	13 87
Bar.....	per lb.— @	— 18
Pipe and Sheet.....	— @	— 20

TIN DUCK: Pig Bars and Block 15 per cent ad val.

FIN—Duty: Pig, Bars and Block, 10 per cent. ad. val.,	
Plate and Sheets and Terne Plates, 2½ cents per lb.	
Banca.....	per lb. — 65 @ — 67
Straits.....	— 57½ @ — 58
English.....	— 56½ @ — 57

Plates, Charcoal I. C.....	per box	19	—	@	19	60
Plates, I. C. Coke.....		16	—	@	16	75
Terne, Coke.....		—	—	@	16	—
Terne, Charcoal.....		—	—	@	18	—

NAILS--Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents
per lb. (Cash.)

Cut, 4d. @ 6d. (cash)	per 100 lb. — — @ 10 —
Oluch. (cash)	10 60 @ 11 —

Horse Shoe, Forged.....(cash).....per lb.	40	@	—	45
Wrought English.....(cash).....	—	—	@	—
Ansable Horse, Norway Iron, Forged.....	—	—	@	—
Zinc Nails.....(6 mos).....	—	—	@	—
				25

INDIA RUBBER—Duty; 10 per cent. ad. val.			
Para, Fine.....	per lb.	1 10 @	1 15
Para, Coarse and Medium.....		— @	—
Carthagena, &c.....		70 @	— 72

Guayaquil — @ — —
PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents
per gallon.
Crude, 40@47 gravity — 42½@ — 43

Ref'd, free, L.S. to pr. Wh. (110@120 test).--	78	@	--	78
Ref'd, in bd. L.S. to pr. Wh. (110@120 test).--	65	@	--	65
Naphtha, Refined, (40@63 gravity).....	46	@	--	50

DESCRIPTION OF BONDS.	Amount out- standing.	Interest	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage.....	\$2,657,348	6 J.	J	1886	102
Chesapeake & Ohio:					
" Maryland Loan, dollar	2,000,000	6 Q	Qtrly.	1870	----
" " "sterling.....	4,375,000	5	"	1890	----
Preferred bonds.....	1,700,000	6	"	18..	----
Bonds guar. by Virginia	200,000	0	"	18..	----
Delaware Division:					
1st Mortgage.....	800,000	6 J.	J. & J.	1878	102
Delaware & Hudson:					
1st Mortgage.....	600,000	6 J.	J. & D.	1865	110
2d Mortgage.....	300,000	6 M.	S.	1870	----
Delaware & Raritan:					
See Camden & Amb H.R.	-----	-----	-----	-----	-----
Erie and Penn.:					
1st Mortgage.....	752,000	7 J.	J. & J.	1865	----
Interest Certificates.....	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage.....	2,786,682	6 M.	S.	1870	110
Monongahela Navigation:					
1st Mortgage.....	125,000	6 J.	J. & J.	1863	----
2d Mortgage.....	57,000	6	" "	1865	----
Morris:					
1st Mortgage.....	465,500	6 A.	A. & O.	1876	100
2d Mortgage.....	294,750	6	"	-----	97
North Branch:					
1st Mortgage.....	500,000	6 M.	M. & N.	1876	46
Schuylkill Navigation:					
1st Mortgage.....	1,764,550	6 M.	S.	1872	99
2d Mortgage.....	3,980,670	6 J.	J. & J.	1882	87
Improvement.....	568,500	6 M.	M. & N.	1876	90
Susquehanna & Tide Water:					
Maryland Sterling Loan	516,000	6 J.	J. & J.	1865	----
Mid atg. loan converted	200,376	5	" "	1865	----
Mortgage bonds.....	993,000	6	" "	1878	60
Preferred Interest b'da.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage.....	2,500,000	6 M.	M. & N.	1883	18
West Branch & Susque'a:					
1st Mortgage, "W'glund	450,000	6 J.	J. & J.	1878	78
Wyoming Valley					
1st Mortgage.....	830,000	6 J.	J. & J.	1878	90

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.

Federal Stocks:					
U. S. 5s, 1871, reg.	100	100	100	100	100
U. S. 5s, 1871, coup.	100	100	100	100	100
U. S. 5s, 1874, reg.	100	100	100	100	100
U. S. 5s, 1874, coup.	100	100	100	100	100
U. S. 5s, 1885, coup.	100	100	100	100	100
U. S. 5s, 10-40s, coup.	94	94	94	94	94
U. S. 5s, 1881, reg.	100	100	100	100	100
U. S. 5s, 1881, coup.	100	100	100	100	100
U. S. 5s, '81, O.W.Ly.	100	100	100	100	100
U. S. 5s, 1881, " 4y.	100	100	100	100	100
U. S. 5s, 1887, reg.	100	100	100	100	100
U. S. 5s, 1887, coup.	100	100	100	100	100
U. S. 5s, 1888, reg.	100	100	100	100	100
U. S. 5s, 1888, coup.	100	100	100	100	100
U. S. 5s, 1 year certif.	94	94	94	94	94
U. S. 5s, 5-20s, coupon	107	103	103	103	107
U. S. 5s, " reg.	100	100	100	100	100
7.30 Notes, Feb. & Aug.	100	100	100	100	100
" " Apl. & Oct.	100	100	100	100	100
American Gold	204	215	217	216	208

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.

Beaver Meadow	18	18	18	18	18
Cattawissa	17	17	17	17	17
" " preferred	37	38	38	38	38
Camden & Amboy	151	150	150	150	150
" " 6s, '67	103	103	103	103	103
" " 6s, '70	103	103	103	103	103
" " 6s, '75	100	100	100	100	100
" " 6s, '83	100	100	100	100	100
" " 6s, '89	106	106	106	106	106
" " mort. 6s, '89	106	106	106	106	106
Ches. & Del. Canal 6s '80	102	102	102	102	102
Del. Div. Canal	102	102	102	102	102
Elmira & W'mport	102	102	102	102	102
" " pref.	102	102	102	102	102
" " 7s	102	102	102	102	102
Harrisburg	75	75	75	75	75
Lehigh Navigation	75	75	75	75	75
" " 6s	75	75	75	75	75
Lehigh Valley R. R.	77	77	77	77	77
" " scrip	77	77	77	77	77
" " 6s	77	77	77	77	77
Little Schuylkill R. R.	44	44	44	44	44
" " 7s	44	44	44	44	44
Long Island	59	59	59	59	59
" " 6s	59	59	59	59	59
Minehill	59	59	59	59	59
Morris Canal	96	96	96	96	96
" " pref.	135	135	135	135	135
" " 6s '70	135	135	135	135	135
North Pennsylvania	31	31	31	31	31
" " 6s	31	31	31	31	31
" " 10s	31	31	31	31	31
Northern Central	51	51	51	51	51
Pennsylvania R. R.	68	68	68	68	68
" " 1st m.	113	113	113	113	113
" " 2d m.	113	113	113	113	113
Penn. State, 5s	93	93	93	93	93
" " 6s coupon	93	93	93	93	93
" " 6s, W. L.	105	105	105	105	105
Philadelphia City, 6s	98	98	98	98	98
" " new, 101	102	102	102	102	102
Philad. Germ. & Nor.	59	59	59	59	59
Phila. & Reading	61	61	61	61	61
" " 6s '80	62	62	62	62	62
" " 6s '70	62	62	62	62	62
Philadelphia & Erie	32	32	32	32	32
" " 6s	32	32	32	32	32
Philad. & Sunbury, 7s	29	29	29	29	29
Schuylkill Navigation	29	29	29	29	29
" " pref.	36	36	36	36	36
" " 6s '82	36	36	36	36	36
" " 6s '70	36	36	36	36	36
" " 6s '72	36	36	36	36	36
Sunbury and Erie, 7s	16	16	16	16	16
Susq. Canal	16	16	16	16	16
" " 6s '78	60	60	60	60	60
Union Canal, pref.	100	100	100	100	100
" " 6s '83	100	100	100	100	100
West Br. Canal 6s '78	100	100	100	100	100
Wyoming Valley Canal	100	100	100	100	100
" " bonds	100	100	100	100	100
Aroh street, (Horse) 20	100	100	100	100	100
Chestnut & Wal.	29	29	29	29	29
Green & Coates	29	29	29	29	29
Race and Vine	69	69	69	69	69
2d and 3d streets	69	69	69	69	69
Spruce & Pine	69	69	69	69	69

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.

Baltimore City 6s, 1876	100	100	100	100	100
" " 1886	100	100	100	100	100
" " 1870	100	100	100	100	100
" " 1890	110	108	109	109	109
Balt. and Ohio	115	115	115	115	115
" " b'ds, '72	102	102	102	102	102
" " " '67	102	102	102	102	102
" " " '75	102	102	102	102	102
" " " '80	102	102	102	102	102
" " " '85	102	102	102	102	102
Northern Central	61	61	61	61	61
" " b'ds, '85	102	102	102	102	102
" " " '83	102	102	102	102	102

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.

Boston and Lowell	125	125	125	125	125
Boston and Maine	125	125	125	125	125
Boston and Providence	141	141	141	141	141
Boston and Worcester	141	141	141	141	141
Cheshire, pref.	52	52	52	52	52
Concord	108	108	108	108	108
Connecticut River	108	108	108	108	108
Eastern, Mass.	101	101	101	101	101
Eastern, N. H.	101	101	101	101	101
Fitchburg	120	120	120	120	120
Manchester & Law're	120	120	120	120	120
Michigan Central	79	79	79	79	79
Northern, N. H.	80	80	80	80	80
Old Colony and Fall R.	124	123	123	123	123
Ph. Wil. & Baltimore	64	63	63	64	63
Port'd, Saco & Ports.	105	105	105	105	105
Vermont & Canada	109	109	109	109	109
Vermont & Mass.	38	39	39	39	39
Western	150	150	150	152	152
Broadway (Horse)	150	150	150	150	150
Cambridge	55	55	55	55	55
Metropolitan	55	55	55	55	55
Middlesex	60	59	59	59	59
Central Mining Co.	45	45	45	45	45
Franklin	45	45	45	45	45
Isle Royale	27	27	27	27	27
National	27	27	27	27	27
Minnesota	54	53	53	54	57
Pewabic	54	53	53	54	57
Pittsburg	75	75	75	75	75
Quincy	91	92	92	94	94
Rockland	91	92	92	94	94

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of October:

Maryland 5s	65	to	68
United States 6s, 1881	44	"	45
Do. 5s, 1874	48	"	48
Virginia State 6s, 1874	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western	73	"	75
N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	69
Do. 2d mort., 1881	62	"	64
Pennsylvania, 1st mort., 1877	72	"	74
Do. 2d mort., 1882	67	"	69
Erie shares, \$100 (all paid)	41	"	42
Do. 7s, preference	40	"	42
Do. 7s, 1st mort., 1867	55	"	56
Do. 7s, 2d mort., 1879	55	"	56
Do. 7s, 3d mort., 1883	54	"	55
Do. 7s, 4th mort.	48	"	49
Do. 7s, 5th mort.	47	"	48
Illinois Central 6s, 1875	73	"	76
Illinois Central 7s, 1875	55	"	56
Do. do. \$100 shares, \$90 paid, dis.	50	"	51
Do. do. \$100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	53	"	55
Do. S. F. 1st mort., do. '82, x. c.	50	"	55
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. \$100 shares	50	"	55
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1884	50	"	55
Do. do. 7s, S. F., 1876	50	"	55
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. \$100 shares	55	"	56
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. \$50 shares	25	"	30
Philadelphia and Reading, \$50 shares	30	"	35

American Railroad Journal.

Saturday, October 22, 1864.

Stock Exchange and Money Market.

Another week of turmoil in the gold market. On Tuesday the price went up and down in a few hours at least 10 per cent. By persistent combination among the operators for a rise as well as knowledge of the contracts of the shorts, the price is upheld. The holders of large stocks of goods bought at high prices, and under the belief, possibly the hope, that the war is to last some years longer, and the cotton mill managers with them, have united to keep up the rates, and in order that they may slide their goods upon the market, are willing to run the risk of a few thousands in the street whenever it becomes necessary. Just as soon as these stocks of goods are disposed of they will cease to bull the market, for gold is a dangerous commodity to handle at the present moment, and not so "handy" to have much of

"in the house." It is supposed by some, that the increasing difficulties in the British Money Market will produce corresponding difficulties here. But we do not think so. All recent American purchases abroad have been mainly for cash, thanks to the suspicions of foreign merchants. So too, the fear that our stocks will be sent home to be sold in large quantities appears to be groundless, for all those foreign holders who felt any alarm as to their permanent value and were uncertain even as to the punctual payment of the interest, sold out at the beginning of the war, while those who have held on, have received their interest in gold, some of it long in advance of its becoming due, and are getting more for their money than they could by any English or continental investments.

The German capitalists have understood our affairs better than the French or English, and are making fortunes and will make more, out of their confidence in our courage, persistence and resources. The Scotia brought over a remarkable document which is strongly corroborative of our views in relation to this matter. On the 1st of October, at a session of the International Association for the advancement of social science, in the City of Amsterdam, the greatest city in the fatherland, the Netherlands, an address was adopted and signed by 160 members. We republish it from no partizan feeling, and consider it not so complimentary to the person to whom it is addressed, (it could not well be addressed to any other,) as it is to the cause of the Union and the loyal people who are maintaining it. It is in the following words:

To the President of the United States:

"We have followed with profound interest, from its origin, the struggle between the energetic citizens of the North and the slaveholders of the South. While regretting the bloodshed and the evils resulting from war, we congratulate you upon the constant firmness with which you and the great nation which elected you have defended justice and humanity. Convinced that the United States nation will issue from this trial stronger than ever, and with a future definitively separated from every servile institution, we await the speedy triumph of the holy cause of liberty. We are sure that the destinies of the great republic will never be compromised by you."

It must be borne in mind that the association is composed of the most learned and intelligent body of men in Europe, men whose brilliant scientific researches and matured minds place them far in advance of the rest, in their day and generation. The wishes and convictions expressed in this admirable document must have a large effect upon their own countrymen, and while such opinions prevail among them, there is no fear but that American credit will stand firm and high on the continent.

By the same vessel which brought this address to our shores, comes the farther intelligence that the money market in England continues to be greatly disturbed, and the number of heavy failures is increasing. The previous advices of late date, that the tone of the market was improving, prove to be incorrect. The East England Bank had followed in the footsteps of the Leeds and gone down with it. It appears that forgeries and defalcations are coming to light every day, and houses of established credit and large means have succumbed. Not only cotton but banking shares have proved the ruin of a large number of

speculators. The shareholders of the Leeds Bank will lose two and a half millions of dollars, and there are outstanding endorsements by the bank to the extent of five millions more! A single dealer in cotton has sunk in his speculations in that article, about four hundred thousand dollars on a single contract, besides having sunk twelve hundred and fifty thousand of his capital. Another operator in bank shares has gone down with liabilities of three millions of dollars, while the blockade runners are tumbling like a row of bricks. Fourteen houses in good standing have failed for nine millions of dollars and joint stock Bank shares have in some cases fallen from 42 premium to 9! The bank returns for the week ending October 1, show a decrease of gold of £50,000, and consols were at that date at 87½, about 10 per cent. below the usual quotations. When these fall everybody quakes. There is no knowing where this state of things will terminate. With all our troubles occasioned by the war, we have had no such panic as now prevails in England.

As we predicted last week, the new loan was largely subscribed for; about 50 per cent. beyond the amount required by Mr. Fessenden. The bids being mostly combination bids, and proceeding from banks and capitalists, the offers were gauged at a low figure, though all above par. The readiness with which the people assist the Government is one of the most remarkable and interesting features of the National character. Never did capital come forward so abundantly and promptly. It amounts practically to this, that the Government can get all it wants to pay for enlistments, munitions of war and all other supplies, and upon its promises to pay on time fixed, and at a rate of interest to suit itself. The determination of all parties to preserve the Union at every hazard, settles the question as to the value of the National securities. However they may differ about men or measures, on one point, the people of the loyal States are determined that "the Union must and shall be preserved," and the Union preserved is a guarantee that it will easily and promptly pay its debts as it always has done before.

It is observable in connection with this, that there appears a general disposition in dealers of most articles to recede from their former prices, the result of the popular opinion, that gold must take a heavy decline, and that the war is near its close. If Richmond falls, it will involve with it such heavy losses in the only one large army now left in the confederate cause, that further resistance will be unavailing. The operations of the guerillas will cease almost immediately on the destruction of Lee's force, and it is a maxim in war, that guerillas are of no account when the main body is defeated. The leading articles of tea, and made up clothing have within the last week fallen from 50 to 100 per cent. This is significant of what is to follow.

Money is sufficiently abundant at 7 per cent. on good security. Railway shares have been drooping under a pressure to sell on the part of weak holders, trammelled by speculations in other quarters, but intrinsically they are as valuable as ever. No better property can be held, as it is remunerative and sure in its earnings.

The only drawback just now to its advance, is in defective management. A series of lamentable

accidents have recently occurred on various lines, from defective rails and want of attention to the condition of the permanent way. Those companies that make themselves liable to heavy damages by the loss of lives, and irreparable injuries to the limbs of passengers, will find from their pecuniary losses thereby, that it is more economical to keep their roads in good order than pay enormous sums in the shape of damages for loss of life, and broken limbs. And again and again we recommend to some of our leading companies, to look sharper after management and competent agents, than to the corners and options, and combinations of the street.

The Petroleum Exchange has established itself in Broad street, with the prospect of a large sphere of operations. We venture to suggest to them, that they look carefully after the character of the article which they are to manipulate. The Scotia brings the intelligence, that in a continental theatre lighted with petroleum, the lamps exploded which hung from the dome, and the contents which fell upon the audience beneath set fire to their garments, injuring many and nearly causing a large loss of life. Unless the oil is properly refined, this danger is constant, and will have a material influence in diminishing the demand abroad where it has latterly been largely increasing. It is an interesting fact that those residuums of petroleum which have hitherto been considered of no value, have recently been found to contain the bases of the most beautiful and brilliant dyes.

The increase of the National debt in consequence of the expenses brought on the loyal States by the confederates is of a less threatening character, in consequence of a circumstance which is now coming into notice. It is this, that the South will be most justly called to pay its share of it, the moment the Union is restored, and this is far less than strict justice might require at their hands. We might compel them to bear the whole burden as a penalty for their transgressions, but from their share of taxation and ultimate responsibility they cannot escape.

The gold Government bearing stocks are very steady, with a slight advance. As these stocks are gold to all intents and purposes, both interest and principal, we see no reason why they should not in fact bear the same prices as gold. The coupons do bring the advance, and why should not the bonds. This is one of the vagaries of the market, and shows that it is not regulated by any sound maxims whatever.

The balance in the Sub-Treasury on Tuesday was \$27,183,986.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 17, was \$2,212,005, against \$1,400,976 in 1863, and \$1,501,909 in 1862.

The exports from New York for the same week were \$4,615,612 against \$2,880,417 in 1863, and \$5,077,436 in 1862. The shipments of specie since January 1, have been \$35,806,051. The exports since January 1, have been \$177,027,168 against \$138,266,601, in 1863, an increase of \$38,760,567. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 14, was \$58,108,400.

The value of foreign goods imported into the port of Boston for the week ending October 14, was \$314,256, against \$316,698 for the corresponding week in 1863. The exports were \$298,868 against \$368,821 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at \$206,720.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsula R. R. 1st mort., 95; Milwaukee and St. Paul 1st mort., 94; Michigan 6s, 1873, 100; Ohio 6s, 1881, 106; New York State 6s, 1873, 117; Sixth Avenue R. R., 115; Central Coal Co., 58; Wyoming Valley Coal Co., 40; Penn. Coal Co., 1st mort., 106; Atlantic M. S. S. Co., 189; Copake Iron, 4; Smith Parmelee Gold, 8½; New York and Boston Silver Lead, 2½; Metropolitan Bank, 115; 4th National Bank, 90; Merchants Exchange Bank, 100; Bank of Commerce, 103.

Philadelphia.—Allegheny Co. coupon 5s, 79; Pittsburg 6s, 93; Westchester 7s, 105; Huntingdon and Broad Top, 30; do., 1st mort., 102½; Allegheny and Tideont Oil, 1½; Bruner Oil, 1½; Bull Creek, 4¾; Briggs, 3½; Big Tank, 2; Corn Pl., 6¼; Curtin, 4½; Denmore, 8¾; Dalzell, 9½; Excelsior, 1¼; Egbert, 2¾; Farrell, 2½; Feeder Dam, ¾; Germania, 1¼; Irwin, 7¾; McClintock, 6¼; McElheny, 5¾; Mineral, 2½; Maple Shade, 17; Noble and Delamater, 12½; Oil Creek, 6¼; Olmstead, 1¾; Penn. and Oil Creek, 6½; Petroleum Centre, 3¾; Rock, 4½; Story Farm, 3¾; Tar Farm, 3¾; Tar Home, 6; Union, 2¾; Tremont Coal, 12; Big Mt., 6½; New Creek, 1½; Fulton, 8½; Preston, 30; Diamond, 21¼; Keystone Zinc, 3; Penn Mining, 20; Farmers' and Mechanics' Bank, 66; 1st National Bank, 125; 2d National Bank, 110; Union, 46. The latest quotations are: City 6s, 99¼@99¾; do., new, 102@102½; State 5s, 98@94; do., coupon, 98@100; do., 6s, W. L., 106@105¾; Phila., Wil. and Balt., 63½; Reading, 60¾@60½; do., 6s, 1870, 100@100½; do., 1880, 133@133½; Camden and Amboy, 149½@150; Pennsylvania R. R., 69@69½; do., 1st mort., 110@111; do., 2d mort., 105@108; Little Schuylkill R. R., 45@46; Morris Canal, 97@98; do., pref., 133@136; do., bonds, 100@103; Wyoming Valley Canal, 75@80; do., 6s, 98@101; Susquehanna Canal, 14½@15¼; do., 6s, 60½@61; Sch. Nav., 27@29; do., pref., 35½@37; do., 6s, 1882, 87¾@88; Union Canal bonds, 18@20; Delaware Div. Canal, 36@38; do., bonds, 90½@102; Elmira and Williamsport, 32½@34; do., pref., 48@50; do., 7s, 1873, 105@112; do., Chattle 10s, 77¾@78½; Beaver Meadow, 75@87; Long Island R. R., 46¾@48; Lehigh Coal and Navigation, 76@78; North Pennsylvania, 29½@30½; do., 6s, 96¾@97; do., 10s, 118@121; Philadelphia and Erie, 31@32½; do., 6s, 102@103; Minehill, 59@59¼; Catawissa, 18½@19; do., pref., 37@37¾; Lehigh Valley, 77@77¾; do., bonds, 107@108; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 60@70; Race and Vine, 11@12; West Philadelphia, 60@64; Spruce and Pine, 35@37; Green and Coates, 29@30; Chestnut and Walnut, 57@57; Arch, 15@20; Thirteenth and Fifteenth, 25@30; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59@60.

Boston.—Boston and New York Air Line, 6s, 50; Northern (Ogdensburg,) 2d mort., 25; Vermont Central 1st mort., 78; Western R. R. 6s, 1875, 101½; Mad River and Lake Erie R. R. 6s, 1900, 68; Rhode Island 6s, 1871, 99¾; Rutland 6s, 100; Roxbury 5s, 95; Boston 6s, 1874, 103¾; do., 5s, 1882, 119¼; Boston Water Power Co., 30¾; East Boston Co., 10; Union S. S. Co., 137½; Essex Co., 95½; Saco Water Power, 156; Franklin Coal, 70; Mammoth Vein Coal, 38½; Short Mt. Coal, 40; Lorberrry Coal, 30; Boston Gas, 780; Boston Steel and Iron Co., 90; Merchants' Bank, 100; Webster Bank, 102; Exchange Bank, 120½; Eagle Bank, 109; Tremont Bank, 114; Columbian Bank, 106¾; Hide and Leather Bank, 109¾; Shawmut Bank, 100½; North Bank, 102½; Boston Bank, 65½; New England Bank, 115¾; Shoe and Leather Dealers Bank, 130; City Bank, 103; 2d National Bank, 115½; Globe Bank, 126½; Suffolk Bank, 169¼; Revere Bank, 110; Union Bank, 113¼; Rockland Bank, (Roxbury,) 101¾; Continental Bank, 100¼; Maverick Bank, 98½; 1st National Bank, 115¼; Bank of Republic, 99¾; Railroad Bank, (Lowell,) 82¼; Acton Mining Co., 15; Albany and Boston, 25; Acton Vale, 1; Black River, 15c.; Brome, 1¼; Boston, 2½; Bedford, 75c.; Bay State, 20; Copper Falls, 26; Canada, 1¾; Canada Lead, 1¼; Chapman, 30c.; Concord, 4½; Dunham, 10c.; Eagle River, 4½; Great Basin, Oil, 4½; Glencoe, 10c.; Huron, 34½; Hanover, 1¾; Hancock, 11¾; Hungarian, 2; Mesnard, 8¼; Madison, 3¾; Macomb Lead, 2; Manhattan, 7¼; Nelson, 10c.; North Cliff, 4; Ottawa, 23c.; Phoenix, 22; Pontiac, 4; South Bedford, 41c.; Star, 7¼; St. Clair, 9½; Superior, 7½; Sutton, 87½c.; Toltec, 2½.

Baltimore.—Western Md. bonds, 85; Marietta and Cincinnati bonds, 99½; N. W. Va. 3d mort., 30; City Passenger R. R. 19; Bare Hill, 3.80; Md. Copper, 0.80; Atlantic Coal, 1.50; Santa Clara, 28; Susq. Coal and Coal Mt., 4.50; Md. Anthracite Coal, 32; Am. Gas Coal, 2.25; Mineral Hill, 2.15; George's Creek, 110; Balt. Chrome, 1.75; Springfield, 1.55; Penn. Oil, 1.05; Va. Coal and Iron, 3.80; 2d National Bank, 102; Western Bank, 22½; Franklin Bank, 13¼; Mechanics Bank, 21; Union Bank, 70. The latest quotations are: Balt. and Ohio, 110@114; do., 6s, 1867, 100@102; do., 1875, 102@110; do., 1880, 105@110½; do., 1885, 102@107½; Northern Central, 51@51¾; do., bonds 1885, 97½@100; N. W. Va., 10@20; do., 1st mort., 110@112; do., 2d mort., 102@105; do., 3d mort., 32@33; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 96@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 113@113¾; Baltimore 6s, 1870, 107@107; do., 1873, 109@110; do., 1875, 109@110½; do., 1886, 108½@109; do., 1890, 109@110; do., coupon, 114½@115; do., 5s, 1838-'70, 90@98; City Passenger R. R., 18@19½; Canton Co. 32@33¼; Gardner, 0.45@0.65; Gas Coal, 2.20@2.25; Maryland, 0.75@0.80; North State, 1.0@2.0; Springfield, 1.55@1.65; George's Creek, 105@110; Santa Clara, 28@28¾; Balt. and North Carolina, 20@30; Balt. Chrome, 1.50@1.65; Bare Hill, 3.65@3.75; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.20@2.30; Baltimore Coal, 100.

Railroad Car Findings.

Messrs. Doremus & Nixon, No. 45 Warren street, have on hand and for sale Plushes and Moquettes, Head Linings, Ducks, all widths, Curled Hair, Plush Buttons, Nails, etc., etc. Also Cocoa Matting, Oil Cloths, Velvet and Cocoa Rugs, and all kinds of Railroad Furnishing. The attention of Railroad Companies and Car Builders is invited to their advertisement in another column. Velvet, Brussels and 3-ply carpets made expressly for offices. The assortment is large and of superior quality, offices fitted up at short notice. Address Messrs. Doremus & Nixon, 45 Warren street, New York.

The Late Accident on the Harlem Railroad.

Our remarks in last week's JOURNAL have not been well received by the managers of this Road. We are assured by E. A. Chapin, Esq., the Superintendent, that the statement generally believed at the time that the accident alluded to was owing to defective sills or ties is entirely incorrect. We have also received a communication to the same effect from a writer over the signature of "Justice." It is now asserted that the accident was owing to a flaw in a rail, not visible to the eye nor discoverable in any manner. It is also said that the New Haven train consisted of eleven cars drawn by two engines "at a dangerously high speed," and that "the Engineers of the New Haven road are a reckless set of fellows, and have been notoriously so from the Norwalk murder to the present fearful smash up." This is stated Editorially in the *Tribune*, and calls for some reply from those attacked not only on their own account but for the information and security of the travelling public. We accept the explanation as to the flaw in the rail. We imagine however, the part of our article which caused the most anxiety was our reference to the opinion that there is more anxiety about the condition of the Company in the street than any where else; and certainly when we have seen its shares, which pay no dividend run up to 285, from the former and long established quotations of 10-19, the inference is natural enough that a corner is more important to the present proprietors than a crash. We have always been warm friends of the Harlem road under its many difficulties, and are therefore glad to be assured by its particular friends that it is now in better condition than ever. We sincerely hope this is so.

The attention of Manufacturers of Railroad Cars, Car Wheels and Locomotives is invited to the Advertisement of "F. R." in another column.

The subscriptions to the seven-thirty currency loan during the last week were \$2,900,000. end to the ten-forty \$7,200. The entire subscription to the seven-thirty loan is now upwards of \$54,000,000.

The Northern Central Railroad Company are running an Express train from Baltimore to Lake Erie over the roads lately opened through the State.

The Directors of the Pennsylvania Railroad propose to make a new survey of a route from Tyrone to near Blairsville, by which the great tunnel on the mountain will be avoided, and several miles saved in the distance between the points named. The reason for this movement is said to be an apprehension that the tunnel may cave in.

Finances of Vermont.

The receipts of the State treasury of Vermont for the last year (including \$122,500 balance on hand) were \$2,449,100, and the expenditures were two million, leaving nearly half a million cash in the treasury. Of the receipts, about one million was from taxes, and the balance from loans. The funded debt of the State is a million and a half, and the floating debt and liabilities are about one million; but a tax of 100 mills on a dollar, being the same as last year, will nearly, if not quite, meet this last sum, and will undoubtedly be voted by the legislature now in session.

Bridge over the Monongahela.

Plans and proposals will be received by the Pittsburg Bridge Co., Pittsburg, Pa., until the 1st of December next for both Wooden and Iron Bridge superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge, to be erected over the Monongahela River, from Pittsburg Point to West Pittsburg. The bridge will consist of eight spans, 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight. Proposals should be endorsed "Proposals for Pittsburg Bridge (wood) or (iron)," and "Pittsburg Bridge masonry." The company reserve the right to adopt either wood or iron superstructure, and to reject any or all bids, if it is for their interest to do so.

Interest and Dividends.

The Board of Directors of the Baltimore and Ohio Railroad Company have declared the following dividends, viz: four per cent. on the stock of the Main Stem, payable at the Merchants Bank, Baltimore, on and after November 1, and five per cent. on the stock of the Washington Branch for the half year ending 30th September ult., payable at the same place, on and after October 17. United States taxes paid by the company.

The Cincinnati, Hamilton and Dayton Railroad will pay, 1st November, at the Bank of America, a dividend of 5 per cent. and the Government tax.

The Cleveland and Pittsburg Railroad Company have declared a semi-annual dividend of four per cent., free of Government tax, payable at the office of the Farmers' Loan and Trust Co., on the 25th inst.

The semi-annual dividend of three and one half per cent., due Nov. 1, 1864, on the preferred stock of the Toledo and Wabash Railroad Company, will be paid on and after that day at the office of the company.

The interest due November 1st, 1864, on the second mortgage bonds, the interest bonds and the equipment bonds of the Toledo and Wabash Railroad Company, will be paid on and after that day, at the Bank of the Republic.

John Horner, Telegraph Office, No. 145 Broadway, will pay holders of Western Union Telegraph Stock, residing in this city, their regular quarterly dividend of two per cent. on and after Oct. 20.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of Sept., 1864, were.....\$1,291,005 75
Corresponding month last year.....816,801 21

Increase.....\$474,204 54

The traffic receipts of the European and North American Railroad for the month of Sept., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers.....	\$5,959 87	\$6,591 28
Freight.....	5,676 69	4,483 73
Mails and Sundries.....	1,051 10	1,151 90

Total.....	\$12,687 66	\$12,226 91
Increase.....		\$460 75

Railroad Earnings--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 7, 1864, were:

	1864.	1863.
Passengers.....	\$3,552 90	\$2,313 01
Freight.....	7,022 34	10,602 57
Express.....	104 16	75 00
Mails.....	296 58	296 58

Total.....	\$10,975 98	\$13,287 16
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Receipts from January 1st to Oct. 7:

1864.....	\$440,046 03
1863.....	294,988 15

Increase.....\$145,057 88

The earnings of the Marietta and Cincinnati Railroad for the 1st week in October:

	1864.	1863.
Passengers.....	\$10,526 31	\$5,885 99
Freight.....	8,220 76	8,921 28
Mail, express & telegraph.....	1,169 58	1,132 00

Total.....	\$19,916 65	\$15,939 27
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Total since Jan. 1.....	\$757,290 71	\$497,479 02
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The earnings of the Chicago and Alton Railroad Company for the week ending Sept. 30, were:

	1864.	1863.
Passengers.....	\$33,826 12	\$16,238 12
Freight.....	37,570 97	23,275 62
Sundries.....	1,346 70	1,283 80

Total.....	\$72,743 79	\$40,797 54
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Increase 1864.....\$31,946 25

The traffic of the Great Western Railroad for the week ending Oct. 7th, 1864, was as follows:

Passengers.....	\$36,181 32
Freight and live stock.....	25,679 51
Mails and sundries.....	1,259 65

Total.....	\$63,120 48
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Corresponding week of 1863.....62,943 18

Increase.....\$177 30

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of October, 1864, were.....\$85,120 00
Corresponding week of previous year.. 76,448 00

Increase.....\$8,672 00

The earnings of the Chicago and Northwestern Railway for the second week in October, 1864, were.....\$160,078 57
Corresponding week of previous year. 124,496 09

Increase.....\$35,582 48

The following is a statement of earnings of the Toledo and Wabash Railway for the 2d week of Oct., 1864.....\$44,150 00
Corresponding week of previous year. 31,049 00

Increase.....\$13,101 00

The earnings of the Michigan Central Railroad for the 2d week in Oct., 1864, were.....\$92,546 00
Corresponding week of previous year.. 85,176 00

Increase.....\$7,370 00

The earnings of the Rock Island Railroad for the 2d week in October, 1864, were.....\$69,165 00
Corresponding week of previous year. 47,628 00

Increase.....\$21,537 00

County Subscriptions to Railroad Co.—The Armstrong County Bond Case.

A decision was recently delivered in the Supreme Court of Pennsylvania, in the Armstrong county Bond Case, in which the principle is evolved that where bonds have been issued by a county in payment of its subscription to the stock of a railroad company, and sold below par, in violation of the statute authorizing them, the county may compel the holder, by proceeding in equity for the purpose, to receive in satisfaction for the bonds the amount actually paid for them by the first purchaser, with lawful interest thereon. The plaintiff in this case purchased twenty-seven bonds of the county at thirty-seven cents on the dollar, or sixty-three cents below par. The county offered him the amount which he paid for the bonds, with interest, which he refused to take. Judge Woodward, in his opinion, holds that, no matter how unfairly the county may have been dealt with, it was their official act, and they were responsible for it. "But to make them responsible beyond this, is to fabricate a fictitious liability out of principles of the commercial law that are sound and valuable in their proper application, but pernicious and unjust when applied as the argument strives to apply them." Courts of Equity he holds are the only remedy; that the intent and purpose of issuing bonds are always to put money into the treasury. Let them be enforced to the extent of the money they brought, and the popular mind will at once recognize the reason and justice of such a decree.

But the law of the United States and the law of Pennsylvania in regard to municipal bonds sold in violation of the statute authorizing them, do not agree. The Supreme Court of the United States at its very last session, decided in two or three cases, the exact opposite of this doctrine; one a suit against a county of Pennsylvania, Mercer County vs. Hackett (1 Wallace, 83), that if counties issue their bonds, payable to bearer, and those bonds go for value into the hands of holders in good faith, the counties must and shall pay the face of the bonds, and not only what actually passed into the county treasury. Bonds payable to bearer, though they are in trunks under seal, were declared in one case by Grier, J., speaking for the whole Court, to be "negotiable by the commercial usages of the whole civilized world;" and in another, Gelpcke vs. City of Dubuque, by Swayne J., (1 Wallace, 206,) "to have all the qualities of commercial paper." Nothing, indeed, could be more resolute than the stand taken by the Supreme Court of the United States in the whole matter, which, apparently, it considered one that touched the honor of the country as much as the rights of creditors. Admitting that an illegal issue might probably be prevented by injunction, they declared positively that after the bonds were issued and sold, for value, to innocent holders, the Court would presume almost anything

as to the regularity of preceding acts, and decide almost anything as to legal power in the city or county issuing or selling the bonds, (Meyer vs. City of Muscatine, 1 Wallace, 384). The view taken by the Supreme Court of Pennsylvania in previous cases was declared not to be law. As the decisions now stand, therefore, any Pennsylvanian suing a Pennsylvania county, and who must accordingly sue in a State Court, cannot recover more than the amount which the county actually received; but a citizen of any other State or any foreigner, to both of whom the Courts of the United States are open, will recover the whole amount. Of course, as the bonds are payable to bearer, no Pennsylvania, if he can help it, will sue on them. By selling them—if sold in good faith—to a citizen of New York or New Jersey, we suppose, since the bonds are declared to have "all the qualities of commercial paper," that suit could be brought by the new purchaser in the Federal Courts, and the whole amount be recovered.

Important Lawsuit in Reference to Stock Operations.

In the Maryland Supreme Court, before Judge Martin, the case of Wm. J. Dalrymple vs. The Maryland Fire Insurance Company, was concluded by a verdict for the plaintiff. The action was instituted to recover for an alleged illegal parting with 325 shares of Baltimore and Ohio Railroad stock. The facts proved were that on the 12th day of June, 1860, the plaintiff's agent, Mr. Coakley, applied to the President of defendant for a loan of \$19,500, and obtained the money, depositing the shares as collateral security, the contract providing that a margin of ten per cent. was to be kept up, and that the money was to be paid on one day's notice from the defendant, and that on failure on plaintiff's part, defendant could sell without further notice. The stock commenced declining a few months after the loan was made, and continued to decline until it had reached \$55 per share. On the 20th of November, 1860, and in May, 1861, it had declined to about \$40 50 per share.

The defendant, on the 30th of October, 1860, commenced notifying the plaintiff to put up more margins and pay up part of the loan, several notices having been given between that date and November 13th. On the latter day the defendant notified the plaintiff to return the whole loan the next day. The loan not having been returned, the defendant directed the sale of the stock at the Board of Brokers by its broker, and one of its directors purchased it at \$55 per share, (the highest price of the day,) for the defendant, and an account was afterwards sent to the plaintiff's agent and a claim made for the balance; being \$1,700. The defendant retained the stock until the spring of 1862, when it sold it at the board to various parties for an amount which realized \$600 more than the debt. On December 16th, 1862, the stock having risen to \$78 per share, the plaintiff called on the defendant, tendered the return of the loan, and demanded his stock. The Court had already decided in another case, against the Marine Insurance Company, that a sale at which the party with whom the pledge was made becomes a purchaser, is void, (although it is, as the Court said of the sale in this case, entirely free from fraud,) and the only question was as to the rate of damages. The defendant's counsel

(Messrs. Wallis & Fisher,) contended that the plaintiff could claim only the value of the stock on November 20th, 1860, with interest, less the debt with interest. The plaintiff's counsel Messrs. Schley and Alexander, contended that he was entitled to the price of December 16, 1862, when he made his demand, and the Court, while saying there was no fraud on the part of the defendant, but that its officers supposed they could properly buy in the stock at the stock board, held that the latter was the proper rule, and so instructed the jury. The jury assessed the plaintiff's damages at \$5,037 18, and the defendant appealed to the Court of Appeals.

Railways Including Cartage on Freights.

The case of Baxendale vs. the Great Western Railway has just been decided in the Court of Error in England, and is thought to be a controlling one under similar circumstances hereafter. It appears that the plaintiffs better known as Pickford & Co., "brought this action to recover back sums of money which they had paid for tolls and for carrying their goods on the railway but which they contended included, in fact, charges for the collection and conveyance of goods to or from the different receiving houses of the company but of which facilities they did not avail themselves as they carted their goods which they as carriers collected to the Paddington station. When the case was argued in the Court of Common Pleas, Lord Chief Justice Erle delivered a judgment in favor of the defendants, but the rest of the Court differed from him, and the decision was, therefore, in favor of the plaintiffs. To this was a writ of error. The Court of Appeal which assembled in the exchequer Chamber consisted of Lord Chief Justice Cockburn, and Justice Crompton, Blackburn, and Mellor, and Barons Martin, Channel, and Pigot. At the close of the arguments the Chief Justice said that they were all agreed that the judgment of the court below must be affirmed. The matter appeared to turn not on the Traffic Act, but upon the company's own Act, which contained a clause for equality of charges which was afterwards renewed. It is said that the charges should be made equally and that construction had been put upon it in a case in the Court of Common Pleas, which applied to a case like the present, and it was not competent for a railway company to superadd to the tolls they were entitled to charge another charge for collection of conveyance to or from the railway, inasmuch as in doing that they were imposing upon those who did not require their services for such collection or conveyance, and a charge which might be a reasonable charge, as regarded those who require the service, but unreasonable as regarded those who did not, therefore it was an unequal charge. That construction having been put upon the Act by the court of Common Pleas, this court were all of opinion that that was the right view, and that the judgment was correct, and they hoped that in future a charge for those services might not be made under the guise or disguise of tolls on a railway.

Judgment affirmed."

The lines in Italics appear to state the pith of the decision, which was against the Great Western Company.

The national bank currency issued during the last week amounted to \$1,661,200, making the total to date \$55,376,730.

English and Swedish Iron.

The difference between plate iron made respectively in England, France and Sweden, has been thoroughly tested at the fortress of Calberg, Sweden. There were two French plates, each 7 feet 6 inches by 2 feet 3 inches. Two Swedish one 12 feet by 1 foot 6 inches, and one 6 feet by 3 feet 8 inches. All the plates were $4\frac{1}{2}$ inches thick, and then bolted to a teak target backed with iron plating, and supported by a massive stone pier. The two upper plates in the target were French, each secured by 11 bolts; the next plate below was the longest, Swedish, secured by 29 bolts. Below this was a tier of two short plates, one Swedish and one English, each secured by 24 bolts, and the lowest plate was a long English, secured by 29 bolts. Each plate received six shots from the ordinary 68 pounder naval gun. The French and Swedish plates broke to pieces, and the English plates remained uninjured and free from cracks. The shots used were of Swedish iron.

Railway from Windsor to Annapolis.

We learn that two offers have been made for the construction of a line of railway from Windsor to Annapolis. The parties to the proposal are the International Contract Company of London, and some other company equally responsible. The proposals are made in accordance with the views of the subvention resolution passed at the last session of the Nova Scotia House, which requires the Government to pay 4 per cent. on £6,000 a mile for twenty years. Under this arrangement, Nova Scotia will secure the construction of eighty-five miles of road, at a cost to the Province of £20,000 cy. for twenty years. It is thought that a very large proportion of the annual subvention will be immediately returned to the Province through the increased receipts that will be obtained over the line between Windsor and Halifax, as soon as the connection is formed. We are told, too, that in a few weeks, the line from Pictou to Halifax will be under contract.—Halifax, N. S., Colonist.

The earnings of the Huntingdon and Broad Top Mountain Railroad, from Jan. 1 to Oct. 1, nine months, are \$265,564
Same period in 1863. 183,555

Increase for nine months. \$82,000

Large as the increased receipts of this Company have been for the nine months of the current year, they would have been much greater had the carrying companies on which it relies been able to furnish the required transportation. The company to protect itself against any similar drawback next season, has increased its own power and rolling stock, so that for the future we may class the Huntingdon and Broad Top Company among the regular interest and dividend paying companies.

The Montreal and Vermont Junction Railway between St. John's and Swanton is rapidly approaching completion, and will probably be opened for traffic by the end of the month. A mile or so of the track has yet to be laid.

Five hundred shares of the American Telegraph Company's stock were recently sold at auction, to eight different takers at prices ranging from \$140 to \$143 per share.

The annual election for thirteen Directors of the Camden and Atlantic Railroad Company, will be held at the office of the Company, Cooper's Point, Camden, on the 27th instant.

OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.
October 19th, 1864.

PLANS AND PROPOSALS are invited for the construction of a Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1864. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Endorse envelope "Proposals for Pittsburgh Bridge" ("wood") or ("iron") and "Pittsburgh Bridge Masonry." 6t-43 JOHN F. SINGER, President.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St., New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

COUNTING ROOMS

AND OFFICES

FITTED UP

WITH

Velvet, Brussels and 3-Ply Carpet.

PATTERNS MADE EXPRESSLY FOR OFFICES.

ALSO,

Cocoa Matting, Oil Cloths,

Velvet and Cocoa Rugs.

And all Kinds of Railroad Furnishing.

OFFICES FITTED UP AT SHORT NOTICE.

DOREMUS & NIXON,

No. 45 Warren St.

J. U. ORVIS, Pres't.

JOHN T. HILL, Cashier.

THE NINTH NATIONAL BANK,

NO. 363 BROADWAY.

Capital paid in. \$1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7-3-10 Notes, and allows 4 per cent. to all subscribers.

Also 10-40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1861. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government.

Sm-32

CENTRAL Petroleum Exchange Office

No. 10 Pine St., NEW YORK.

WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

Blood Farm Petroleum Co., N. Y., Chas. Butler, Pres.
Home Petroleum Co., N. Y., Josiah Oakes, Pres.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Pres.
Central Petroleum Co., N. Y., Jas. Bishop, Pres.
American Petroleum Co., N. Y., F. C. Clark, Pres.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Pres.
Michigan Central Petroleum Co., N. Y., F. Prentiss, Pres.
Penna. Petroleum Co., Phila., John S. Young, Pres.

We have centered with us \$31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status" of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful oil productions of the day, paying at this moment attractive dividends, and combining a capital of \$15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

FOR SALE.

450 Ton, Street Rail, Philadelphia pattern.
1000 Ton, 57 lb. English Rail.
1300 Ton, 50 lb. " Rail.
3 Locomotives 14x22 Cylinders, 5 feet Drivers, now ready for delivery.
30 Platform Cars.
The Cars and Locomotives 4 feet 8½ gauge.
Apply to
4488 GEO. T. M. DAVIS,
New York, Sept. 11, 1894. 47 Exchange Place.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, Sept. 20, 1894.

THE FIRST SERIES of \$2,000,000 Redemption Bonds bearing 6 per cent. interest, and payable in 1890, have been exchanged for Construction Bonds. The Directors, by resolution this day, have decided to issue another series of \$3,000,000, under the same mortgage, upon the road and appurtenances, which are offered at 110 per cent., in exchange for Construction Bonds at 120 per cent., making a difference of 10 per cent. in favor of the Construction Bonds.

This arrangement is proposed in order to relieve the holders of the Construction Bonds from the inconvenience of a premature call for the Bonds as provided by the terms of their issue, but in case the Bonds are not surrendered and the exchange effected in amounts sufficient to meet the requirements of the land sales, the Company will be compelled to pay off a further portion of the Bonds.
THOMAS E. WALKER,
Treasurer.

Marine & Fire Insurance.

METROPOLITAN INSURANCE CO.,

No. 108 BROADWAY, N. Y.

Cash Capital, - - - - - \$300,000
Assets, July 1, - - - - - \$708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The insured receive 75 Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.
All losses equitably adjusted and promptly paid.
SCRIP DIVIDEND declared Jan. 12, 1894.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-President.
EDWARD A. STANSBURY, 2d Vice-President.
JOHN C. GOODRIDGE, Secretary.

To Manufacturers of Railroad Cars, Car Wheels and Locomotives.

A YOUNG MAN of strict business habits who has travelled the States and Canada, and can give references to some of the most prominent business men of New York, is desirous of obtaining a position as traveling agent for either or all of the above named articles.
F. R., care of MR. SCHULTZ,
AMERICAN RAILROAD JOURNAL.

NATIONAL SECURITIES. ALMY & CO.,

CONTINENTAL BANK BUILDING.

No. 7 Nassau St., N. Y.

Receive SUBSCRIPTIONS for the 7-30 and 10-40 NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to investors.

They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.

All descriptions of Government and other Securities bought and sold at market rates.

Five per cent. allowed on deposits, which may be drawn without previous notice. 41-32

OFFICE OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURGH, Oct. 6, 1894.

NOTICE TO BONDHOLDERS.—The agreement modifying the First and Second Mortgages of this Company, has been executed by the President and the Trustees, under the deed of trust, and the evidence of such agreement to be attached to each bond is now ready. Bondholders may present their bonds at this office, or at the Company's Transfer Agency, WINSLOW, LANIER & CO., No. 62 Wall street, New York, and have the agreement attached thereto, or they may send to either of the above-named places a full description and the number of their bonds, when the agreement will be sent to the bondholder to be by him affixed to the bonds.
W. H. BARNES, Secretary.

BANKING OFFICE OF WINSLOW, LANIER & CO.,
No. 62 Wall st., New York, Sept. 26, 1894.

DIVIDEND NOTICE.—In accordance with a letter of the President of the Pittsburgh, Fort Wayne and Chicago Railway Co., dated the 24th inst., notice is hereby given that a DIVIDEND OF TWO AND ONE-HALF PER CENT. (2½ per cent.) free of Government tax, for the third quarter ending Sept. 30th, will be paid by us on the 17th October, prox., on the capital stock of that Company to the holders, as registered on the 1st October prox. The transfer books will be closed October 1st, prox., at 2 o'clock P. M., and re-opened October 18th.

WINSLOW, LANIER & CO.,
Transfer Agent.

PARTZ & BUCK, Mining Engineers, Metallurgists,

AND
ANALYTICAL CHEMISTS,

No. 39 NASSAU STREET,
A. F. W. PARTZ, }
C. ELTON BUCK, } NEW YORK.

Fire Insurance on Favorable Terms:

HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.

Capital and Surplus, \$1,200,000.
Geo. M. Coit, Sec. TIMO. C. ALLYN, Pres.

PHENIX INSURANCE COMPANY,
HARTFORD, CONN.

Capital and Surplus, \$500,000.
W. C. Clark, Sec. H. KELLOGG, Pres.

SPRINGFIELD F. & M. INSURANCE COMPANY,
SPRINGFIELD, MASS.

Capital and Surplus, \$500,000.
Wm. Conner, Jr., Sec. C. FREEMAN, Pres.

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.

Capital and Surplus, \$225,000.
J. N. DUNHAM, Sec. ENSIGN H. KELLOGG, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.

Capital, - - - - - \$200,000.
J. R. ELDRIDGE, Sec. B. W. GREENE, Pres.

Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.

Capital, - - - - - \$150,000.
Wm. H. RIBLET, Sec. N. C. ELY, Pres.

All fair losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

EZRA WHITE, Agent,
Office, No. 74 Wall street, New York.

Ely Copper Mining Comp'y CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, - - - - - \$500,000.

100,000 Shares—Par Value \$5 each.

TRUSTEES.

JOHN E. BODY, President.
STEPHEN HILLS, JR., WM. BARCLAY PARSONS,
Geo. V. N. BALDWIN, EDGAR DE PRYSTER,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

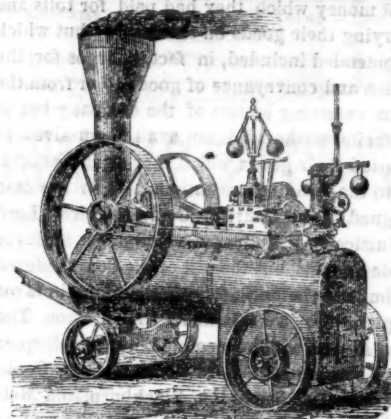
The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper-bearing veins, and is a property of great value.

It is entirely free from debt.

For full particulars apply as above, or at the office of HENRY G. STEBBINS & SONS,
46 Exchange Place.

Where subscription books will be opened.

PORTABLE ENGINES



THE WASHINGTON IRON WORKS, NEWBURGH, N. Y.,

Are prepared to furnish Engines of all sizes, from Three to Thirty Horse Power, at short notice.

AGENCY IN NEW YORK,
55 Liberty Street, Room 8.

RICHARD DUDGEON, MACHINIST, 24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building No. 24 Columbia Street, where he is prepared to furnish

Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. Force Pumps for Hydraulic Presses.

Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.

Squirting Oil Cans, also Danver's Patent Steam Hammer.

SAVING OF FUEL TO PARTIES USING STEAM.

DAMPER REGULATORS.

GUARANTEED to effect a great saving in fuel, and give the most perfect regularity of power. For sale by the subscribers who have established their exclusive right to manufacture Damper Regulators, using diaphragms or flexible vessels of any kind. CLARK'S PATENT STEAM AND FIRE REGULATOR COMPANY, No. 5 Park Place, N. Y.

CLARK'S PATENT STEAM AND FIRE REGULATOR COMPANY, No. 5 Park Place, N. Y.

George F. Salter,

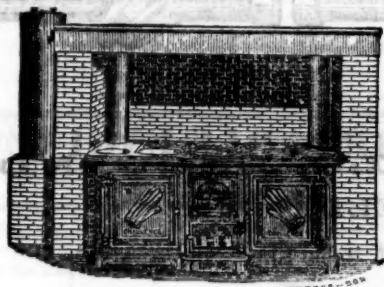
SUCCESSOR TO

GEORGE S. RAINSFORD,**51 Exchange Place, NEW YORK.**

STOCKS AND BONDS Bought and Sold on Commission at the New York Stock Exchange

WANTED

A gentleman with a capital of \$25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

**Challenge Air-tight KITCHEN RANGES,**

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove. This Range, already very popular, has the **LARGEST OVENS** of any in the market; **BAKES PERFECTLY**, never falling to brown at the bottom; **BOILS, ROASTS** and **BROILS** with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and classic. Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a **FEW DOLLARS** a family may be supplied with a **PERFECT COOKING APPARATUS**, equal to the highest price stove in the market. Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.**SANFORD'S MAMMOTH OR GLOBE HEATERS.**

The best stoves for **RAILROAD DEPOTS** and **SHOPS**, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects,

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1833, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used.

CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

**Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE**

OR AS

FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS

AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.**The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,**

Introduced one year ago, already ranks as the **LEADING STOVE** for **PARLORS, SITTING ROOMS**, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.**TWO DAILY EXPRESS TRAINS FOR THE WEST,**

BY THE

ALLENTOWN ROUTE.

(EXCEPT SUNDAYS.)

On Sundays one Express Train at 7 P. M.

On and after **MONDAY, September 19, 1864,** the**Central Railroad of New Jersey**

will run Two Daily Express Trains for the West, leaving

PIER 2, NORTH RIVER,**9 A. M. and 7 P. M.,**

WITH BUT

ONE CHANGE OF CARS
TO **CINCINNATI** AND **CHICAGO**, AND BUT TWO
TO **ST. LOUIS.**

This arrangement will allow travellers from New York to

LEAVE TWO HOURS LATER

than by other lines, and

Arrive at the Same Time

At Cincinnati, Chicago, St. Louis, and all principal points West.

Fare the same as by any other route.
Superior sleeping cars on night trains.

10 PINE STREET, NEW YORK,
SEPT. 20, 1864.

TO THE PUBLIC.—We invite your attention to a projected enterprise in the production of Petroleum now in process of organization. Several of our leading capitalists and business men have already interested themselves in it, and in the fullest manner endorse the value of the property, and vouch for its present enormous production. We are satisfied no project has been offered to the public which offers so large immediate returns on the investment with a prospective increase almost incalculable. To all who, in these troublous times, are in doubt what species of investment are safe in any contingency and reliable as dividend paying, this enterprise is in the strongest manner commended. Full information in regard to the matter will be cheerfully furnished, and of the parties already interested on application to us.

WED. W. CLARKE & CO.**U. S. 7-30 LOAN.**

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 16th, 1864, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of \$50, \$100, \$500, \$1,000 and \$5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

As the notes draw interest from August 16, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

SPECIAL ADVANTAGES OF THIS LOAN.

It is a **NATIONAL SAVINGS BANK**, offering a higher rate of interest than any other, and **THE BEST SECURITY**. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it cannot pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

Convertible into a Six per cent. 5-20 Gold Bond.

In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent per annum, for the current rate for 5-20 Bonds is not less than **NINE PER CENT PREMIUM**, and before the war the premium on six per cent U. S. stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent per annum.

Its Exemption from State or Municipal Taxation.

But aside from all the advantages we have enumerated, a special Act of Congress **EXEMPTS ALL BONDS AND TREASURY NOTES FROM LOCAL TAXATION**. On the average, this exemption is worth about two per cent per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities, only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

Up to the 24th of September, the subscriptions to this loan amounted to over

\$40,000,000.**Subscriptions will be received by**the **ASSISTANT TREASURER OF THE UNITED STATES**, corner of Wall and Nassau streets.

First National Bank of New York, No. 4 Wall street.

Second National Bank of New York, 23d st. & Broadway.

Third National Bank of New York, 5 Nassau street.

Fourth National Bank of New York, 27 & 29 Pine street.

Fifth National Bank of New York, 338 Third avenue.

Sixth National Bank of New York, 6th ave. & Broadway.

Eighth National Bank of New York, 650 Broadway.

Ninth National Bank of New York, 363 Broadway.

Tenth National Bank of New York, 240 Broadway.

Central National Bank of New York, 71 Duane street.

National Exchange Bank of New York, 184 Greenwich st.

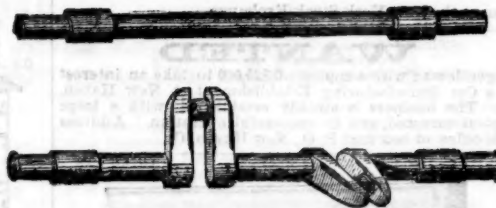
and by all National Banks which are depositaries of public money,

AND ALL RESPECTABLE BANKS AND BANKERS

throughout the country will doubtless

AFFORD FACILITIES TO SUBSCRIBERS.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.
CAST STEEL TYRES WITHOUT WELD,
Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight
AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

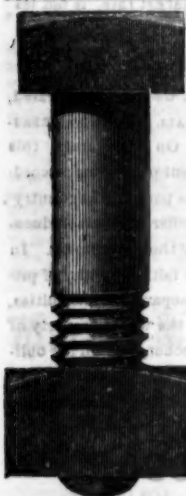
THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much tighter than those of iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

NAYLOR & CO.,

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

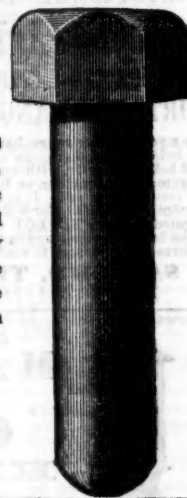


BOONTON IRON WORKS. PATENT MACHINE FORGED BOLTS AND NUTS.

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